

62392

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office MON. 19 OCT 1891)

No. 621 Date of Writing Report 19. 10. 91 18 91 Port of London

No. in Reg. Book 621 Survey held at London Date, first Survey Oct. 10 Last Survey Oct. 12 1891

on the Machinery of the S. S. "Minnesota" Master                      No. of Visits                     

Tonnage Gross 3216 Net 2080 Vessel built at Belfast By whom Harland & Wolff When 1887-11

Registered Horse Power 320 Engines made at do When 1887 Boilers, when made (Main) 1887 (Donkey)                     

No. of Main Boilers                      Owners Williams, Long & Field Port London Voyage                     

Steam Pressure in Main Boilers 16 bolts of Surveyed Afloat or in Dock Lilbury Class of Vessel & Machinery -1-100A1

in Donkey Boiler 60 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No.                      Port                     

Particulars of Examination and Repairs (if any) S.S. No 1

(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examd. Internd. & S. P. cyldrs. & slides Safety valves of Main Boilers, all found to be in good condtn. Tested Winch boiler under stn. lifted at 6 bolts.

Furnaces & shells of Main Boilers examd. found in good condtn. Safety valves " " " " " " " "

To complete the survey, the Safety valves of Main boilers have to be tested under steam, owners propose to have this done on vessels return say in 6 wks.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears eligible to remain as classed under the notations -1- L.M.C. & a fresh date on completion of survey

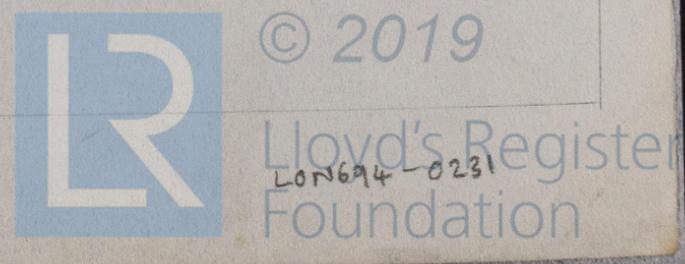
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for
Survey Fee (per Section 28)	£	✓	✓	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Received by me,				18

Geo. E. Wilkinson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 20 OCT 1891 TUES. 8 DEC 1891

Assigned Deferred for Completion



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

16.-L. R. F. H.-Form No. B.-Transfer Ink-5,000, 18/8/91

It is submitted that this vessel  
WILL BE  
eligible for the record of

+ L.M.C. 891 when the  
main boiler safety valves  
have been adjusted

C.R.P.

19.10.91.

