

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

(Received at London Office **FM 4 DEC 1891**)

No. 621 Date of Writing Report 4. 12. 91 18 91 Port of London

No. in Reg. Book 621 Survey held at London Date, first Survey + Last Survey Dec. 1 18.91

on the Machinery of the S. S. "Minnesota" Master + No. of Visits 1

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

Registered Horse Power 520 Engines made at do When 1887 Boilers, when made (Main) 1887 (Donkey)

No. of Main Boilers 2 Owners Williams, Tony & Field Port London Voyage +

Steam Pressure in Main Boilers 160 lbs N Surveyed Afloat on in Dry Dock Silbury 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.) -1- L.M.C. 11.87

Last Survey No. + Port +

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

(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?

Main Safety Valves set under steam: to 160 lbs

General Observations, Opinion, and Recommendation:— As the survey being now completed, this vessel appears eligible in my opinion to have the record -1- L.M.C. with a fresh date in the Reg. B.R.

(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) £ 5.10

Survey Fee (per Section 28) £ 5.10

Special Damage Fee (per Section 28) £ +

Travelling Expenses (if chargeable) £ +

*State if Certificate is required +

Fees applied for on report 12/18

Received by me, 52013

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

Committee's Minute TUES. 8 DEC 1891

Assigned + L.M.C. 8.91



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

*Certificate to be sent to
16.-L. R. H. Form No. 9.—Transfer Ink—5,000, 18, 91
(The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that
this vessel is eligible for
T.L. SLIP
+ LMC. 8. 91.
C.E.P.
7. 12. 91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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