

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report... 18... When handed in at Local Office... 18... Port of London

No. in Reg. Book. 648 Survey held at London Date, First Survey 30<sup>th</sup> January Last Survey 5<sup>th</sup> February 1894.  
(No. of Visits 3) Master William Toney & Field (Mys)

on the ~~Wood, Iron or Steel~~ S.S. "Minnesota"

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1887 MONTH 11  
GROSS 3216 Owners Atlantic Transport Co (Lim) Port belonging to London  
UNDER DK. 2988 Owners' Address Tilbury  
NET 2080 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? Afloat Name of Dock Tilbury Destined Voyage

WB=DBa tons; f tons; uE&B tons; CellDB tons; }  
FPT tons; APT tons; MT tons. }

N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.  for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

+100 AL  
10.93  
+2 M.C. 8.91

S.S. Im. 901-91.  
Shelter dk for Cattle with freeboard.  
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Last Survey, No. 5286 Port London

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

During this last passage of this vessel from New York to this port, it was discovered that the sheer strake plate, on the starboard side, at the front of the bridge was fractured, the fracture extending from the upper edge of the plate to the upper rinch hole of the double tier on the lower edge.

A rough sketch on the other side is given to show position. No special reason is assigned for this fracture, its discovery being due to the fact that water was observed running down from this plate into the tween decks, & means had to be taken to prevent this.

The plate has been cut off; a new plate—tested in accordance with the Society's Rules—has been fitted. In addition to this, at my request, a doubling plate 20 feet in length has been fitted on this side in way of the bridge post. I have suggested to the owner the advisability of fitting a similar doubling

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)		Hatches	
Decks	Transoms, Pointers, & Crutches	When put on, Month	Year	Boats	
Waterways	Timbers of Frame at the openings			Masts, Yards, &c.	
Coamings	Ditto ditto at other places	Rudder		Condition, how ascertained	
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan		Sails	
Low'r Dk. Beams & Fastenings	Clamps, Shelves & Stringers	Pumps		Equipment letter	
Plating	Salting (State if examined.)	Engine Room Skylights		Anchors, No. of	
Planking	Ceiling	Coal Bunker, Open'gs, Lids, &c.		Cables (State if now ranged)	
Treenails or Rivets	Cement or Asphalt (State which.)	Scuppers		" length size	
Breasthooks & Stemson	Tanks (State if now tested.)	Cargo & Main H'tch'w'ys		" Rule length size	
	Caulking of Bot'm, D'k, & Wat'w'ys			Hawsers & Warps	
				Standing & Running Rigging	

General Observations, Opinion as to Class, Recommendation, &c.:— State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey;" "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

The above repair has been satisfactorily carried out  
no alteration in "date of last survey"

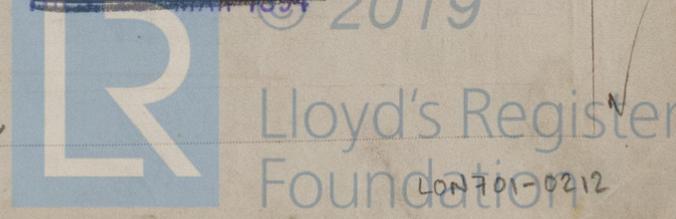
Office Fee (if chargeable) per Reg. II., Sec. 24	£	Fees applied for,	
Survey Fee (per Section 25)	£	18	
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	Received by me,	
Travelling Expenses (if chargeable)	£	18	
Second Surveyor's Fee (if any)	£		

*W. P. Cooper*  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Is Certificate now required?  
Committee's Minute  
Character assigned

FRI 16 FEB 1894

TUES. 20 MAR 1894 THURS. 22 MAR 1894



Form No. 2 for Repairs.—L.R.F.H.—10,000.—2/10/93.—Transfer Int.—(The Surveyors &c. requested not to write on or below the space for Committee's Minute.)

d. 188.

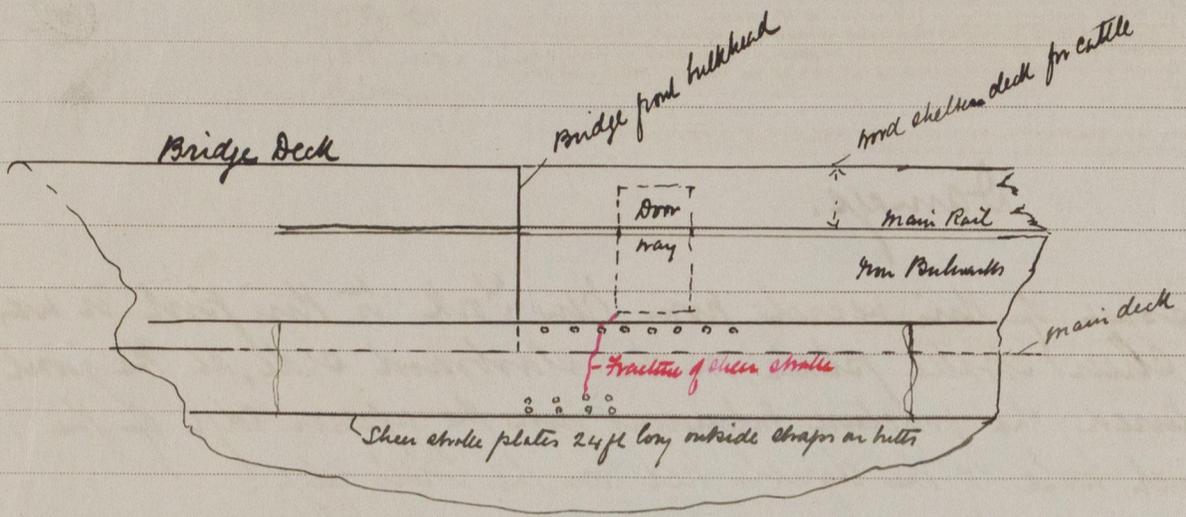
100A1 &c.  
as now

55176. Jan

on the port side; but as there is no sign of failure there, they have not fitted it, but will probably do so when the vessel comes on for the next special survey.

In view of the possibility that the plate itself was faulty test pieces are being prepared for proof.

The lap joint of the main deck stringer plate at the bridge post on the same side of the vessel has been re-riveted



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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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