

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

(Received at London Office SAT. 19 MAY 1894)

Date of writing Report May 17 1894 When handed in at Local Office is Port of London
 No. in Reg. Book WA Survey held at London Date, First Survey March 29 Last Survey May 12, 1894
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. MINNESOTA Master Cannon (No. of Visits Eight)
 Tonnage Gross 3216 Net 2080 Vessel built at Belfast By whom Harland & Wolff When 1887 YEAR. MONTH. 1887. 11.
 Registered Horse Power 320 Engines made at London When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
 No. of Main Boilers 2 Owners (Williams, Torrey & Field) Port London Voyage Baltimore
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Millwall Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boiler

Last Survey No. 100 A. 1. 10. 93 Port London Part Special Survey
 Particulars of Examination and Repairs (if any) Damage L.M.C. 8.91
 B.S. 10.93
Shelfer JK Jockettle with freeboard

(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 briefly summarised at the end of the report. 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? No
 Do. " Donkey " " " " No
 If this was not done, state for what reasons? Boilers not prepared for survey.
 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? No
 Did the Surveyor examine the Safety Valves of the Main Boiler? No
 At what pressure were they afterwards adjusted under steam? No
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
 To what pressure were they afterwards adjusted? ✓

If the Survey is not complete state what arrangements have been made for its completion? The Boilers will be submitted for examination in about four months time.

Examined propeller, propeller shaft, stern tube & bush, cylinders, pistons, slide valves, pumps condenser, sea & bilge connections, crank, thrust & tunnel shafting.

found one propeller blade broken & three bent, thrust shaft badly flamed and air & circulating pump crossheads bent.

The broken propeller blade has been renewed, & the other three blades reset, a new thrust shaft has been fitted, circulating pump cross-head straightened, & the air pump crosshead renewed.

This damage was caused by the vessel striking Tilbury Dock wall whilst going astern.

To complete the Survey, the Main & Donkey Boilers and their safety valves to be examined & the safety valves adjusted under steam.

General Observations, Opinion, and Recommendation: This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed with record L.M.C with fresh date when the Survey has been completed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 5:10 { 23/5/1894 P.L.W.
 Special Damage Fee (per Section 28) £ 2:2:0 } 28.
 Travelling Expenses (if chargeable) £ : : Received by me, 25/5/1894
 P.M. Salmon, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required
 Committee's Minute FRI 25 MAY 1894 FRIDAY 30 NOV 1894
 Assigned Deferred for completion + L.M.C. 10.93
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 TUES. 26 MAR 1894
 FRIDAY 21 DEC 1894
 Lloyd's Register Foundation
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