

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

Date of writing Report *May 17* 18 *94* When handed in at Local Office *Port of London*
 No. in Reg. Book *11* 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*
 Tonnage Gross *3216* Net *2080* Vessel built at *Belfast* By whom *Harland & Wolff* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
 Registered Horse Power *320* Engines made at *50* Owners *(Williams, Torrey & Field)* Port *London* Voyage *Baltimore*
 No. of Main Boilers *2* If Surveyed *Afloat or in Dry Dock* *Millwall Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lb* in Donkey Boiler *✓*

Last Survey No. *Port* *Par? Special Survey*
 Particulars of Examination and Repairs (if any) *& Damage*

(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?

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?

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, Brank, 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*
 (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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

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) £ : :
 Survey Fee (per Section 28) £ *5:10*
 Special Damage Fee (per Section 28) £ *2:2:0*
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *23/5/1894* *PLW.*
 Received by me, *28.*

State if Certificate is required

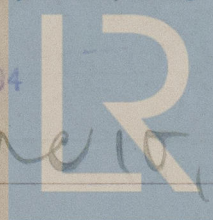
Committee's Minute

Assigned

FRI 25 MAY 1894

FRIDAY 30 NOV 1894

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



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FRIDAY 21 DEC 1894

Lloyd's Register

Foundation

LON702-0162

FRIDAY 21 DEC 1894

Deferred for B.S.

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B.S. due



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