

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *22nd May 1894* When handed in at Local Office *22nd May 1894* Port of *London*
No. in Reg. Book. *648* Survey held at *London* Date, First Survey *March 28*, Last Survey *May 18th 1894*
on the ~~Wood, Iron or Steel~~ *Screw Steamer Minnesota* Master *E. G. Cannon*
TONNAGE:— Built at *Belfast* By whom *Harland & Wolff* When *1887*
GROSS *3216* Owners *Atlantic Transport Co Ltd* Port belonging to *London*
UNDER DK. *2988* Owners' Address
NET *2080* (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Millwall* Destined Voyage *Baltimore*

WB= DBa tons; f tons; uE&B tons; Cell DB *546* tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT *48* tons; MT tons.

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

Last Survey, No. *873* Port *Lon*

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100 A.I.</i>		<i>+ L.M.C. 8-91</i>
<i>S.S. Lon no 1-91</i>		<i>B.S. 10-93</i>
<i>10-93</i>		
<i>Sheltered for battle with freeboard</i>		
<i>Society's Freeboard (if assigned) as</i>		
<i>painted on Ship and now verified</i>		
	<i>6</i>	<i>4</i> ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs S.S. no. 3.*

This vessel was placed in dry dock in consequence of damage sustained to Rudder and Stern frame, through striking the Quay Wall at Tilbury on the 24th March 1894.

The Stern frame and Rudder were renewed, the Rudder trunk, transom plate, deck plates, cement, ceiling & battens &c replaced an additional floor plate fitted to frame before post, nine damaged plates under counter, 5 on Star side & 4 on Port side renewed removed, of which two on the Star side to be renewed the remainder replaced, and the after peak tank tested to ascertain its efficiency

S.S. no 3.

This vessel was placed in dry dock the bottom examined cleaned and recoated.

P.T.O.

SUMMARY OF DAMAGE REPAIRS: *10* Plates, Fair or Repaired; *2* Frames, ditto. *2* Plates, Renewed; — Frames, ditto. Other Repairs *Stern and rudder frame and head renewed.*

PRESENT CONDITION OF THE

Decks	Transoms, Painters, & Crutches.	Copper, or Y.M.	Hatches
<i>Good</i>	<i>Good</i>	<i>(State if on Fett.)</i>	<i>Good</i>
Waterways	Timbers of Frame at the openings	When put on, Month	Boats
<i>Do.</i>	Ditto ditto at other places	Year	<i>Do.</i>
Coamings	Keelsons	Rudder	Masts, Yards, &c.
<i>Do.</i>	<i>Do.</i>	<i>Good</i>	<i>Do.</i>
Up'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Condition, how ascertained
<i>Do.</i>	<i>Do.</i>	<i>Do.</i>	<i>Good</i>
Low'r Dk. Beams & Fastenings	Saltg.	Pumps	Sails
<i>Do.</i>	<i>(State if examined.)</i>	<i>Do.</i>	<i>Good</i>
Plating	Ceiling	Engine Room Skylights	Equipment letter
<i>Do.</i>	<i>Do.</i>	<i>Do.</i>	<i>215</i>
Transoms	Cement or Asphalt	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
<i>Do.</i>	<i>(State which)</i>	<i>Do.</i>	<i>3 B 1 S 2 K</i>
Transoms Rivets	Tanks	Scuppers	Cables (State if now ranged)
<i>Do.</i>	<i>(State if now tested.)</i>	<i>Do.</i>	<i>yes</i>
Breasthooks & Stemson	Caulking of Bot'm, Dk. & Wat'rwys	Cargo & Main H'tchw'ys	" length <i>300</i> ft size <i>2 1/2</i>
<i>Do.</i>	<i>Do.</i>	<i>Do.</i>	" Rule length <i>270</i> size <i>2 1/2</i>
			Hawsers & Warps
			<i>Good</i>
			Standing & Running Rigging
			<i>Do.</i>

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 No. 1-91 and PEND 91, &c."

This vessel is now in a sound and efficient condition and eligible in our opinion to remain as classed with a fresh record of survey Lon 5-94 and the notation S.S. Lon. no 3 5-94. recorded in the Register Book

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 25)

Special Damage (per Sec. 25)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

*Is Certificate now required?

Committee's Minute

Character assigned

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of British & Foreign Shipping.

FRIDAY 30 NOV 1894

Lloyd's Register

Foundation

LON 702-0163

S. S. No 3 - Con^{id.}

The holds, peaks, bunkers, and Boiler space cleared, all the close and spar ceiling removed, and oxidation removed from surfaces of iron work throughout the vessel, and then recoated.

It was not considered necessary to drill the plating as there was no deterioration.

The cellular Double Bottom opened out for inspection and the cement examined all fore and aft and repaired where necessary, the various compartments were tested with water to light water line to ascertain their efficiency and the after peak tank tested as required by the Rules, and recoated inside.

The plating was examined under side lights and recoated.

The chain cables were ranged out for inspection 300 fms. $2\frac{1}{16}$ dia.

The decks, pumps, sluices, watertight doors, masts, spars, and general equipment examined, the wedges being removed from the masts.

The special survey No 3 being fully complied with as required by the Society's Rules.

Repairs: -

The tank top under boilers renewed with $\frac{1}{2}$ steel plates, owing to waste on both surfaces due to corrosion and heat from boilers from which there appeared no leakage, and as compensation for diminution in thickness of floors intercostal plates were fitted between them on each side of middle line between the centre keelson and first longitudinal intercostal keelson, the length of the boiler space, formed of $\frac{1}{2}$ steel plates and connected to the floors and tank top by $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ angles. Outside the original longitudinal intercostal keelson, the floors were strengthened by vertical angle bars $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$, fitted each side of Manholes and this tank recoated with cement wash and tested to load water line.

The lower part of screen bulkhead between Engine & Boiler spaces renewed.

There were 10 web frames fitted in the fore part of the vessel from upper deck to tank margin plate viz. 1 pair in No 1 hold & 4 pairs in No 2 hold. $18 \times \frac{1}{2}$ with double angles on inner edge $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ and secured to stringer plates by double angles and similarly to tank margin plate.

A watertight division was fitted in No 1 Tank, dividing it into two parts and the foremost division provided with suitable suction, air & sounding pipes as per Rules.

The steel used for the above repairs has been manufactured and tested under the supervision of the Society's Surveyors.

E. J. Milton

Edward W. Threlkeld

Arthur W. ...