

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

(Received at London Office **FRI 17 MAY 1895**)

Date of writing Report May 16 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book 691 Survey held at London Date, First Survey May 13 Last Survey May 14 1895
(No. of Visits 2)

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 YEAR. MONTH. 11

Registered Horse Power 320 Engines made at Do When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers 2 Owners Atlantic Transport Co. Ltd. Port London Voyage Philadelphia

No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Millwall Dry Dock (State name of Dock.)

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A. 1. 5. 94.		<input checked="" type="checkbox"/> L.M.C. 1095
35 LON No 3. 5. 94.		B.S. 2. 95.

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition
(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 date 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? Survey not due

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? Completed

Examined propeller, stem bush, sea connections fastenings, all found to be in good condition.

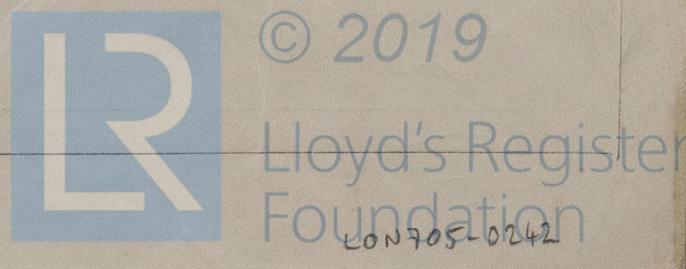
General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.&N.S. 4,94 or L.M.C. 4,94, &c.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

J.M. Cannon

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

* State if Certificate is required _____
Committee's Minute FRI 24 MAY 1895
Assigned as now



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

*It is submitted that
this vessel is eligible to
remain as OldSSLD*

ARRR

22.5.96

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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