

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

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

on the Machinery of the
Wood, Iron or Steel
S.S. MINNESOTA
Master
Carnegie

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
No. of Main Boilers
2
Engines made at
Do.
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
Milwaukee Dry Dock
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No.
Port

Particulars of Examination and Repairs (if any) *Condition*

(Periodical Surveys, when held, must be reported in detail and serially 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?
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)
£
Survey Fee (per Section 28)
£
Special Damage Fee (per Section 28)
£
Travelling Expenses (if chargeable)
£

Fees applied for
18
Received by me,
18

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*

It is submitted that
this vessel is eligible to
remain 48 O.D.S.S.D.

49982
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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Foundation