

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

(Received at London Office.)

Date of writing Report *4 July* 18*96* When handed in at Local Office *6th July* 18*96* Port of *London*
 No. in Reg. Book. *725* Survey held at *London* Date, First Survey *29 June* Last Survey *1st July* 18*96*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Minnesota"* Master *L. J. Lucas*
 Tonnage { Gross *3216* Net *2080* Vessel built at *Belfast* By whom *Harland & Wolff* When *1887* 11
 Registered Horse Power *320* Engines made at *"* When *87* Boilers, when made (Main) *'87* (Donkey) *'87*
 No. of Main Boilers *2* Owners *Atlantic Transport Co. Ltd* Port *London* Voyage *Baltimore*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in vessel* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—*160 lb.* in Main Boilers *India Dry Dock*
 in Donkey Boilers *60.*

Last Survey No. *"* Port *"*Particulars of Examination and Repairs (if any) *B.S. repairs*

(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

If this was not done, state for what reasons? *Already examined at London Rep. No. 57698*

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? *not now adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *not now adjusted*Has the propeller shaft been drawn and examined at this time? *no*If the Survey is not complete state what arrangements have been made for its completion? *On vessel's return to London*

Now done: Donkey Boiler examined. Holes drilled in Furnace and Combustion chamber and Shell Plating. The thickness found to be satisfactory except in way of back (bottom part) of Combustion chamber. This part of plating has been cut out—but repairs will not be completed until the vessel's return.

It is arranged that this Boiler will not be set to work before the repairs recommended are done.

Propeller, Stern-bush and outside fastenings of sea connections examined and found satisfactory.

General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L. M.C. 9,95, 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and in my opinion eligible to remain as classed without fresh record subject to the Donkey Boiler not being set to work until repairs are completed.

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

*State if Certificate is required

Committee's Minute

Assigned

FRI. JUL 10 1896

TUES 24 NOV 1896

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



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Foundation