

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

(Received at London Office)

WED. 25 AUG 1897

Date of writing Report *24 Aug 1897* Who handed in at Local Office *24 Aug 1897* Port of *London*
No. in Reg. Book. *762* Survey held at *London* Date, First Survey *14 Aug 1897* Last Survey *25 Aug 1897*
on the Machinery of the *Wood, Iron or Steel* *S.S. Minnesota* Master *Griffiths*
Gross Tonnage *3672* Net Tonnage *3216* Vessel built at *Belfast* By whom *Harland & Wolff* When *1889*
Registered Horse Power *291* Engines made at *London* When *87* Boilers, when made (Main) *87* (Donkey) *87*
No. of Main Boilers *2* Owners *Atlantic Trans-Co.* Port *London* Voyage *Baltimore*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in N. 1 Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *160 lb* in Donkey Boilers *60 lb*

Last Survey No. *58978* Port *Lon*
Particulars of Examination and Repairs (if any) *Comb. B.S. + 100 A. 7.96 + 1 M.C. 10.93*
(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? *Recently Examined*
Do. " Donkey " " " " *yes.*
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? *no* At what pressure were they afterwards adjusted under steam? *✓*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted? *60 lb*
Has the propeller shaft been drawn and examined at this time? *no* If spare propeller shaft fitted, state whether new? *✓*
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

*Now done: - Donkey Boiler examined throughout Test Holes drilled in Furnace and Comb. Chamber Plating and in Shell and thickness found satisfactory
This Boiler tried under Steam and Safety Valves adjusted as above.*

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 order and in my opinion eligible to remain as classed with fresh record of B.S. 7.97 as already recommended in Lon. Rep. No 58978.

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

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

*State if Certificate is required
Committee's Minute *FRL 27 AUG 1897*
Assigned *25.9.97*
Lloyd's Register Foundation
LON 713-C 231

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.

It is submitted that
this vessel is eligible for
THE RECORD.

B. P. 797

Fl
26/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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