

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

(Received at London Office)

MON 21 FEB 1893

Date of writing Report *18 Feb 1898* When handed in at Local Office *19 Feb 1898* Port of *London*
 No. in Reg. Book. *762* Survey held at *London* Date, First Survey *17 Feb* Last Survey *14 Feb 1898*
 on the Machinery of the *Wood, Iron on Steel* *S.S. Minnesota* Master *Griffiths*
 Tonnage { Gross *3216* Vessel built at *Belfast* By whom *Harland & Wolff* When *87*
 { Net *2080* Engines made at *When 87* Boilers, when made (Main) *87* (Donkey) *87*
 Registered Horse Power *291* Owners *A. Transport Co. Ltd* Port *London* Voyage *Boston*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *In 2. Dry dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *210*
 in Donkey Boilers *160*

Last Survey No. Port

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

(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 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?

Do. " Donkey " " "

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?

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?

Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new?State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/8*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Now done! Propeller Stern-bush and fastenings of sea connections examined and found good.

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. 9,93 or L.M.C. 9,95, 140 lb., F.D., &c.)

This vessel's Machinery as now seen is in good order and in my opinion eligible to remain as classed without fresh record.

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

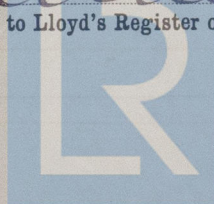
Committee's Minute

TUES. 22 FEB 1893

Assigned

as now

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



Lloyd's Register Foundation

LON714-0451

Has a survey also been made? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

21/2/98

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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