

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

(Received at London Office SAT. 17 SEP 1898)

Date of writing Report 16 Sept 98 When handed in at Local Office 16 Sept 98 Port of London

No. in Reg. Book 779 Survey held at London Date, First Survey 7 Sept 98 Last Survey 13 Sept 1898

on the Machinery of the Wood, Iron or Steel S.S. Minnesota Master Lucas

Tonnage Gross 3216 Net 2080 Vessel built at Belfast By whom Harland & Wolff When 1887 11

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. Ltd Port London Voyage Boston U.S.A

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock in Millwall Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Years Assigned	Machinery and Boiler Surveys
for Special Survey		(including date of N.B., if any)
Date of last Survey and of Periodical Surveys		

L.M.C. + 10 A. 2.98 + L.M.C. 10.93
SS Lon. 103.5.94 B.S. 7.97.

Last Survey No. 1606 Port London

Particulars of Examination and Repairs (if any) L.M.C. + 10 A. 2.98

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? No.

Do. " Donkey " " No.

If this was not done, state for what reasons? Donkey Boilers at work.

And what parts of the Boilers could not be thus thoroughly examined? Donkey Boilers

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? To be examined next voyage.

Did the Surveyor examine the Safety Valves of the Main Boiler? already Exam'd To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? No.

Has the propeller shaft been drawn and examined at this time? yes. 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? 3/16"

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

in London in six weeks time

L.P. Slide Valve and the Donkey Boilers to be examined and

all Safety Valves adjusted under steam Owners advised

now done; Intermediate cylinders and Piston H.P. & M.P

Slide Valves, and all Gumps examined and now found in good order.

Pail shaft drawn in and examined. This shaft found to be generally

in good order but the same in way of fore end of the after piece is

slightly grooved and pitted by corrosion.

Propeller, Stern-bush and Sea connections now examined

and found in satisfactory condition.

It is respectfully recommended that owing to its condition the Pail shaft be again examined in 12 Mths. Copy of advice to owners attached.

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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

The machinery of this vessel so far as has been seen is in good order and in our opinion eligible to remain as classed with fresh pressure of L.M.C. 7.98 when this survey is completed.

Fees applied for

Office or Registration Fee (per Sec. 27) £ 17/9 18/98
Survey Fee per Section 28) £ 5
Special Damage Fee (per Section 28) £ 10
Travelling Expenses (if chargeable) £ 4 10

Received by me, G. Arthur Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. TUES. 28 MAR 1899

TUES. 20 SEP 1898 TUES. 4 JUL 1899 TUES. 13 DEC 1898 FRI. 27 JAN 1899 FRI. 24 MAR 1899 TUES. 5 MAY 1899

Committee's Minute Assigned Deferred

Note limit

J.P. No. 5,48 to be completed in
about 6 weeks.

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 to
remain as CLASSED. Subject to the
screw shaft being again examined
before the end of Sept-99. and
will be eligible for the
award of M.B.S. & P. when
the P. side valve, the
B. side safety valves
have been inspected
All safety valves
adjusted
17/1/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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