

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 18 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 810-779 Survey held at London Date, First Survey 14<sup>th</sup> Mar Last Survey 14 Mar 18 99  
 on the Wood, Iron or Steel S.S. "Minnesota" Master  
 TONNAGE:— Built at Belfast By whom Karland & Wolff When 1887. 11  
 GROSS 3216 Owners Atlantic Trans. Co. Ltd. Port belonging to London  
 UNDER DEK 2988 Owners' Address  
 NET 2086 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Afloat Name of Dock West India Dk Destined Voyage America

WB=CellDBorDBa feet; uE&B feet; J feet; } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons.)  
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 60669 Port London

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 1 further advanced

Fore starboard lower side bunker cleared scaled and coated, tank top in way of same tested as required and found satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								
PRESENT CONDITION OF THE	<u>Good</u>							
Decks	<u>Good</u>							
Caulking of Decks	<u>Good</u>							
Waterways	<u>Good</u>							
Coamings	<u>Good</u>							
Beams & Fastenings	<u>Where seen</u>							
Outside Plating	<u>Good</u>							
Caulking of ditto	<u>Good</u>							
Rivets	<u>Good</u>							
Breasthooks & Crutches	<u>Good</u>							
Transoms	<u>Good</u>							
Frames	<u>Good</u>							
Reverse Frames	<u>Good</u>							
Floors	<u>Good</u>							
Keelsons	<u>Good</u>							
Stringers	<u>Good</u>							
Inner Bottom Plating	<u>Good</u>							
State if Tanks now tested	<u>Good</u>							
Bulkheads	<u>Good</u>							
Ceiling	<u>Good</u>							
Cement or Asphalt (State whether)	<u>Good</u>							
Rudder	<u>Good</u>							
Windlass	<u>Good</u>							
Have Pumps now been examined and found efficient?	<u>Good</u>							
Have Sluice Valves now been examined and found efficient?	<u>Good</u>							
Have Watertight Doors now been examined and found efficient?	<u>Good</u>							
Dblg. Plates under Sounding Pipes	<u>Good</u>							
Engine Room Skylights	<u>Good</u>							
Coal Bunkers, Open'gs, Lids, &c.	<u>Good</u>							
Scuppers	<u>Good</u>							
Cargo Hatchways	<u>Good</u>							
Hatches	<u>Good</u>							
Planking of Wood Vessels	<u>Good</u>							
Treenails	<u>Good</u>							
Breasthooks & Stemson	<u>Good</u>							
Transoms, Pointers, & Crutches	<u>Good</u>							
Timbers of Frame at openings	<u>Good</u>							
Ditto ditto at other places	<u>Good</u>							
Stringers, Clamps & Shells	<u>Good</u>							
Salting (State if examined.)	<u>Good</u>							
Copper, or Y.M. (State if on felt.)	<u>Good</u>							
When put on, Month Year	<u>Good</u>							
Boats	<u>Good</u>							
Masts, Yards, &c.	<u>Good</u>							
Condition, how ascertained	<u>Good</u>							
(State if wedges removed)	<u>Good</u>							
Sails	<u>Good</u>							
Equipment letter	<u>Good</u>							
Anchors, No. of	<u>3B-15-1K</u>							
Cables (State if now ranged)	<u>1st seen</u>							
length (on board)	<u>Good</u>							
Rule length (per Table 22)	<u>Good</u>							
Hawsers & Warps	<u>Good</u>							
Standing & Running Rigging	<u>Good</u>							

## General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel being now, as far as she could be seen afloat, in a good and efficient condition, is eligible in my opinion to remain as classed, and to be credited with the survey noted above as part of S.S. No 1 without fresh record of survey.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,
Survey Fee (per Section 25)	£	18
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	Received by me,
Travelling Expenses (if chargeable)	£	18
Second Surveyor's Fee (if any)	£	

Committee's Minute FRI, 24 MAR 1899

Character assigned Deferred for compl. of No. 1

Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES, 28 MAR 1899

TUES, 28 MAR 1899

Deferred for  
Lloyd's Register  
Foundation

LON 718-0016