

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

No. 4431

No. in Reg. Book. 871 on the *Trop. S. S. "Minerva"* Date, First Survey *5 April* Last Survey *15 April 1886*

TONNAGE:—

NET 427

GROSS 676

UNDER DK. 605

Built at *Newcastle*

By whom *Palmer's Co.*

When *1862*

Owners *Palgrave & Murphy & Co.*

Port belonging to *London*

Owner's Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat *in* Dry Dock Name of Dock *Ingles' slip* Destined Voyage *Oporto*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed

Last Survey, No. *6897* Port *Gls* *S. S. Co. No. 3. 75. S. S. Co. No. 2. 83. (K)*

(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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

Repairs.

The bottom of the vessel cleaned and recoated; the rudder lifted and the pintles bushed; the starboard hose pipe broken - now renewed. The lower deck beam at the after end of No. 2. hatchway and two half beams on each side of the same hatchway - found considerably bent down and buckled at the knees - caused, apparently, by the weight of cargo on top of these beams. The beam referred to is now renewed, the two half beams on each side have been removed, repaired, and replaced, and an additional half beam introduced into a wide space between the damaged half beams, on each side. The fore and after bulk plates of the No. 2. hatchway in the lower deck, renewed, and the length of the hatchway decreased by riveting in place the fore bridle beam. The lower deck flat in way of the same hatchway, renewed. The covering board for about 90 ft. on each side, recaulked; the spirketting plank renewed of pitch pine 6" x 3", and the space between the heels of the bulwark stanchions filled in with cement on top of the covering board, for the length named. Two broken deck planks on the port side forward renewed. The coaming

PRESENT CONDITION OF THE							
Decks	<i>good</i>	Blank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways		Wenches or Rivets		Rudder		Masts, Yards, &c.	
Comings		Breasthooks and Stemson		Windlass & Capstan		Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings		Transoms, Painters, & Crutches		Pumps		Sails	<i>good</i>
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)	<i>not seen</i>	Anchors	No. of <i>3 B. 2 H.</i>
Plank sheers		Ditto <i>also</i> at other places		Caulking of Bot'm, D'k, & Wat'rways	<i>good</i>	Cables	<i>said to be complete</i>
Sheerstrakes	<i>Plating</i>	Keelsons		Copper, or V.M.		Hawsers & Warps	<i>good and</i>
Topsides		Clamps & Struts		(State if on Bolt)		Standing & Running Rigging	<i>sufficient</i>
Wales				When put on			

Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo & Main Hatchways *good* Hatches *good*

General Observations, Opinion as to Class, &c.:

With the exception of the stream anchor and part of the mooring chain to be recovered at Oporto and seen on board the vessel when she returns she is now in good and efficient condition and is eligible in my opinion to remain as classed - subject to the anchor and chain being seen as proposed.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	4	4 0
Special Damage Fee (if any) (per Sec. 28)	£	:	:
Certificate (if required) to be sent as per margin	£	:	:
Expenses (if chargeable)	£	:	:
Surveyor's Fee (if any)	£	:	:

received by me *30/4 1886*

G. Stanbury

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

TUESDAY 4 MAY 1886

Committee's Minute
Character assigned *95 A. 1*

Lloyd's Register Foundation

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.

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of the boiler opening on the starboard side of the raised quarter deck renewed, also the tie plate and angle iron in way of the same clipped free from rust and recoated, and two deck planks renewed on top of these. The bridle beam in the lower deck after hatchway renewed.

A bower anchor now supplied, weight in stock - 14^{c.} 2^{q.} 2^{l.}
 Test 16^{q.} 2^{c.} 2^{q.} 0^{l.} No. of certificate 8437, dated 3 Nov. '84, Master signed A. B. Jack.

The Master states that the stream anchor and 30 fms. of mooring chain were slipped by him in Oporto, on the last voyage, and that these will be recovered when the vessel arrives out there, and be submitted to inspection when she ~~rears~~ returns. A letter has been sent to the Owner pointing out that the stream anchor & mooring chain are wanting to complete the vessel's equipment, and requesting to be informed when these can be seen on board, as suggested by the Master. (See copy of letter herewith)

G. Stanbury