

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

No. **8604** Date of Writing Report **June 14th** 1888 Port of **Glasgow** (Received at London Office, **19 JUN. 88**)
 No. in Reg. Book. **840** Survey held at **Glasgow** Date, first Survey **17th May** Last Survey **12th June** 1888
 on the Machinery of the **S.S. Minerva** (No. of Visits **10**) Master **J. Burnell** Tons **427 Net 676 Gross**
 If Surveyed Afloat or in Dry Dock **Inflow Slipway** Vessel built at **Newcastle** in **1862** Engines made in **1862**
 (State name of Dock.)
 N.H.P. **40** No. of Main Boilers **2** Made in **1877** Donkey Boiler made in **18** Working Pressure, Main Boilers **65** lbs.;
 Working Pressure, Donkey Boiler **35** lbs.; Owners **Palgrave Murphy & Co** Port **London**.
 Last Survey No. Port Class of Vessel and Machinery **95 A. 18.87 ss. Lon N^o 2-83**
 (As in Register Book.) **L.M.C. 4-86. B.S. 8-87**

Particulars of Repairs and Examination **Special Survey also Damage**

(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.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? **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? **✓**

At the commencement of this survey a Damage Report was requested on account of the vessel having struck the bar at Dports on the 23rd April last while on a voyage from Glasgow to Dports & Lisbon. See copy of Damage Report appended hereto. All the recommendations contained therein have been carried out. The propeller was removed and shaft drawn in for examination. It was found in good condition and apparently unimpaired. The crankshaft has been lifted & rebedded. The whole of shafting has been re-adjusted.

On behalf of the special survey the cylinders, pistons, slide valves, pumps, crankshaft (already mentioned) and condenser, also the main & donkey boilers, safety valves and other connections were all overhauled & examined.

When the vessel was on the slipway the sea cocks & valves were all removed, cleaned and put into working order.

When the crankshaft was lifted the main bearing braces were found to be somewhat out of order. They had been previously lined up and the white metal was not in good condition. They have therefore been all renewed with white metal and two of them renewed entirely. The piston & rods were removed to shop and thoroughly overhauled. The condenser tubes were all removed & have been replaced. Some parts of tube plate corroded between holes, these have been filled up.

Main boiler tubes were found to be getting very thin. Some new ones had recently been fitted, but on account of the older ones being so much wasted it was recommended.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

The repairs to these Engines & Boilers have been satisfactorily carried out. In my opinion they are now in safe working condition and eligible to be classed **L.M.C. 6-88** in the Register Book.

Office or Registration Fee (per Section 27)	£	:	:	Fees applied for
Survey Fee (per Section 27)	£	4	4	13/6 1888
Special Damage Fee (per Section 28)	£	1	1	
*Certificate (if required) as per margin	£	—	2	6
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute **FRIDAY 22 JUNE 1888**
 Assigned **Lml 6/88**

8604 gls.

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 have
the C. 6. 8. recorded.

M. J.
21.6.86.



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that they all be removed and new ones fitted, which recommendation has been satisfactorily carried out.

In several places the furnaces were affected by corrosion, and in two places a little depressed as previously reported. One additional dog stay fitted. The old ones were found in order. The corroded parts were cut out in fine places and riveted patches have been put on.

On completion of these repairs the boiler was tested by hydraulic pressure to 90 lbs per sq inch.

The shell of the donkey boiler was repaired at one of the sight hole doors on account of corrosion - a bolted patch has been fitted.

Boilers all in order when examined under steam.

Two new blades have been fitted to propeller on account of old ones being broken at tips.

On account of the damage to the hull of vessel a new propeller shaft was prepared, it was not however required. It was examined by one while rough turning and finishing - Appended hereto is the Report on Forging.