

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

9312

(Received at London Office, _____)

No. 9312 Date of Writing Report 1st August 1889 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey _____ Last Survey 31st Aug 1889
745 on the Machinery of the S. S. Minerva Master John Slack No. of Visits 4
 Tonnage Gross 676 Net 427 Vessel built at Newcastle By whom Palmer's Coy. When 1862 YEAR. MONTH. 1
 Registered Horse Power 90 Engines made at Newcastle When 1862 Boilers, when made (Main) 77 (Donkey) _____
 No. of Main Boilers two Owners Palgrave Murphy & Co. Port Glasgow Voyage Spain
 Steam Pressure in Main Boilers 65 lbs. If Surveyed Afloat or in Dry Dock Ponthouse Slip and afloat. Class of Vessel & Machinery 95-A.1.
 in Donkey Boiler 35 lbs. (State name of Dock.) (As in Register Book, including date of last Boiler survey.) 6, 88.
 Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Annual Survey P.M.C. 6.88
 (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? When this vessel was on the slipway, examined propeller and fastenings; also all the sea cocks and valves opened out & examined, found in good order.

Examined Main Boilers, found patches in furnaces looking well, and keeping tight, one tube in S. Boiler leaking very badly, recommended it to be taken out and new one put in, which was done. Stay corroding slightly, but they are not in a dangerous condition. Seams in bottom of shells leaking badly, recommended them to be caulked, which was done.

Considering the age of the Boilers, they are in fair condition. All Boiler mountings examined, got Safety Valve Springs renewed as they were very much corroded. Steam raised in Main Boilers and valves set to working pressure.

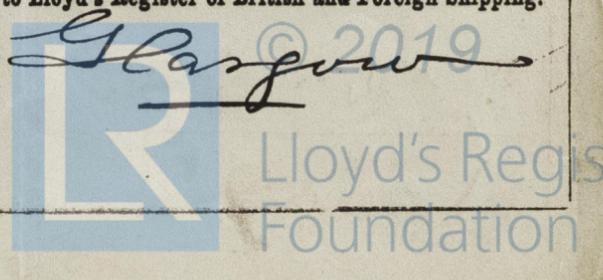
D. Boiler Examined and found in fair condition, also safety valve examined, got steam up and tested Valve.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in our opinion, eligible to remain as classed, with the further notification of: B.S. 7.89.
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or I.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 23).....	£ 2 : : :	1/8 1889
Special Damage Fee (per Section 25).....	£ : :	140/
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received 3/8 1889

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

Committee's Minute _____
 Assigned _____



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9312. 6/22

It is submitted that this vessel is eligible to have B.S. 7. 89 recorded.
NA,
3. 8-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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