

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

No. **9312** Date of Writing Report **1 August 1889** Port of **Glasgow**  
 Reg. in **Survey held at Glasgow** Date, first Survey **31 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 **Palmers Coy** When **1862**  
 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.) **afloat** (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. Stays 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.**

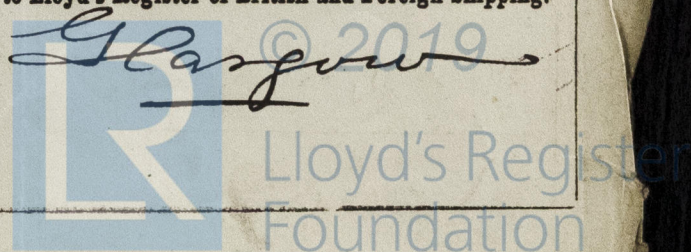
**Considering the age of the Boilers, they are in fair condition. All Boiler mountings examined, got Safety Valve Springs renewed as they were very much corroded. Steam raised in Main Boilers and valves set to working pressure.**

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

General Observations, Opinion, and Recommendation:— **This vessels 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	<b>1/8 1889</b> <b>1401</b> <b>Received 3/8 1889</b> <b>A. Stewart. J. M. Anderson.</b> <b>Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.</b>
Survey Fee (per Section 28).....	£ 2 : :		
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute **TUES 6 AUGUST 1889**  
 Assigned **287.89**





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.

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.