

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

No. *9646* Date of Writing Report *Feb. 18th 1890* Port of *Glasgow*
No. in Reg. Book. *745* Survey held at *Glasgow* Date, first Survey *Feb. 13th* Last Survey *Feb. 13th 1890*
on the Machinery of the *S. S. Minerva* Master *Slack* No. of Visits *One*
Tonnage { Gross *676* Vessel built at *Newcastle* By whom *Palmer Coy* When *1862* Boilers, when made (Main) *1877* (Donkey)
Net *427* Engines made at *Newcastle (Comp)* Owners *Palmer and Murphy* Port *London* Voyage
Registered Horse Power *90* If Surveyed Afloat or in Dry Dock *Slipway* Class of Vessel & Machinery *95 A.1*
No. of Main Boilers *Two* Steam Pressure in Main Boilers *65 lbs* in Donkey Boiler *35 lbs* (State name of Dock.) *Kelvinhaugh Slip* (As in Register Book, including date of last Boiler Survey.) *S.S. Gls. No. 3688*
Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking Survey*
(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? ☒
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?

This vessel was placed on Slipway
all sea cocks and valves, examined externally, found
in good order.
Propeller and fastenings all in good condition

General Observations, Opinion, and Recommendation :—
(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 L.M.C. 1/89, as the case may be.)

The machinery of this vessel as far as seen is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book, without fresh record.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	:	:	188
Special Damage Fee (per Section 23).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute
Assigned *As Classed*



State if a Report is also now sent on the ... or if not whether, and when, one will be ...

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89. * Certificates to be sent to ... (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

9646-27
It is submitted that this vessel is
eligible to remain as classed.

W.A.

20-2-90

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.