

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

No. 10366 Date of Writing Report Dec^r 12th 1890 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey Nov^r 18th Last Survey Dec^r 11th 1890
 584 on the Machinery of the S.S. "Minerva" Master J. Slack No. of Visits 12
 Tonnage Gross 648 Net 399 Vessel built at Newcastle By whom Palmer Bros. & Co. When 1862
 Registered Horse Power 90 Engines made at do. When 1870 Boilers, when made (Main) 1877 (Donkey) 1890
 No. of Main Boilers 2 Owners Palgrave, Murphy & Co. Port London Voyage Oporto
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Queens Dock & Class of Vessel & Machinery
 in Donkey Boiler 65 (State name of Dock.) Helomhaugh Slipway (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) B.S. 789 L.M.C. 688
 S.S. Els. No. 3, 688.

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual Boilers & Docking.

(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. New Donkey boiler

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?

Main Boilers opened up & examined throughout, found furnaces in bad condition through leaky patches & corrosion at line of fire-bars, also a number of screwed stays in Combustion Chambers leaking. Recommended new tops to be put in all the furnaces, Screwed Stays removing where required, also a number of rivets in Circumferential Seams & butt straps at bottoms of both boilers. This has all been done in a satisfactory & workmanlike manner. A new donkey boiler has been fitted on board the vessel, Particulars of which are annexed to this report.

The Safety valves & other mountings of Main boilers were overhauled, examined & put in good order, 4 new springs were fitted to Safety Valves.

The H.P. Cylinder was taken to the Shop, bored out & a new piston fitted, the whole being replaced on board the Ship in a satisfactory manner, the Diameter of this Cylinder is now 25 1/2"

Whilst on Helomhaugh Slipway the Propeller & fastenings & all Sea Connections were examined & found in good order.

Steam was raised & Safety Valves adjusted to Safe Working Pressures of both Main & Donkey boilers

When the repairs on Main Boilers were completed, they were submitted to a hydraulic pressure of 95 lbs. & were found satisfactory

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.) We are now of opinion that the Machinery of this vessel so far as seen is in efficient condition & eligible to remain as classed in the Register Book with New Notation B.S. 12/90

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 12/12 1890
 Survey Fee (per Section 28) £ 1 : 10 :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : 2 : 6 received by me, 14/12 1890
 Travelling Expenses (if chargeable) £ : :
 James Hoarvey
 Alex^r Fidd
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 19 DEC 90
 Assigned B.S. 12/90

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89. * Certificate sent to the Registrar of Shipping and Machinery as in the Register Book

1036698

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

B.S. 12-90 recorded

Note the H.P. Cal. is 25 1/2 diam

N.A.

18.12.90



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