

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

(Received at London Office)

DEC 14 1893

Date of writing Report \_\_\_\_\_ 18 \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ 18 \_\_\_\_\_

No. in Reg. Book. *634* Survey held at *Glasgow* Date, First Survey *4<sup>th</sup> Dec* Last Survey *8<sup>th</sup> Dec 1893* (No. of Visits *3*)

on the Machinery of the *Wood, Iron or Steel* *P. P. Minerva* Master *J. Black*

Tonnage { Gross *678* Net *399* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1862* 1

Registered Horse Power *90* Engines made at *Compd Newcastle* When *1870* Boilers, when made (Main) *1877* (Donkey)

No. of Main Boilers *1* Owners *Palgrave Murphy & Co* Port *London* Voyage *Opato*

Steam Pressure in Main Boilers *65 lbs*  Surveyed *Afloat or in Dry Dock* *Swan* (State name of Dock.)

in Donkey Boiler

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+95A1-7-93</i>		<i>LMC 4-92 BS 8-93</i>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) *Docking*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

- Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
- Do. " Donkey " " "
- 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?
- Did the Surveyor examine the Safety Valves of the Main Boiler?
- At what pressure were they afterwards adjusted under steam?
- Did the Surveyor examine the Safety Valves of Donkey Boiler?
- To what pressure were they afterwards adjusted?
- If the Survey is not complete state what arrangements have been made for its completion?

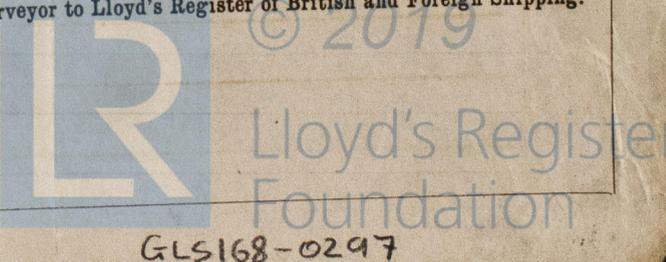
*When this vessel was in the above dry dock all sea cocks and connections were examined separately & together with the propeller & fastenings found in good order*

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in safe working condition & in my opinion eligible to remain as classed*

Office Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	18

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

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute \_\_\_\_\_ *FRI 15 DEC 1893*  
Assigned *As now*



12616 Gls

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

14/12/93 -

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.

*[Faint, mostly illegible handwriting and printed text, likely bleed-through from the reverse side of the page. Some legible words include "General Observations", "This vessel is in good condition", and "eligible to remain as classified".]*



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