

No. 12846

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 12th April Last Survey 14th April 1894

634 on the Machinery of the Wood, Iron or Steel P.P. Minerva Master Slack

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

Registered Horse Power 90 Engines made at Do When 1870 Boilers, when made (Main) 77 (Donkey) ✓

No. of Main Boilers 1 Owners Palmer & Munro & Co Port London Voyage

Steam Pressure in Main Boilers 65 lbs If Surveyed in Dry Dock Leith slip

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
H95-A1 2-93		LMC 4-92
ss No 3 6.88		BS 8 93
ss No 1-92		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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 on the above ship all sea cocks & connections were examined externally, the propeller shaft was drawn in & on examination found in good order. The stern tube liner was found to be slack in tube, this bush has now been renewed & secured with lignum vitae, & the propeller refitted on shaft.

General Observations, Opinion, and Recommendation:—As far as seen the machinery of this vessel is now in good order & in our opinion eligible to remain as done without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18

Survey Fee (per Section 28) £ : : Received by me, 18

Special Damage Fee (per Section 28) £ : : A.M. Hand

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

TUES. 24 APR 1894

TUES. 23 JUN 1894

Assigned

Deferred

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

*Certificate to be sent to

16-LRPH-Form No. 9-Transfer Ink-5,000,2/10/93.

(The Surveyors are requested not to write before the space for Committee's Minute.)

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

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

New stern tube liner fitted
and so wear & tear

J.P.P.

23-4-94

B. B. became due
last month. Surveyor
should state what
steps have been taken

J.P.P.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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