

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

(Received at London Office)

MON 9 AUG 1897

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

No. in Reg. Book 744 Survey held at Glasgow Date, First Survey 5 June Last Survey 5 July 1894

on the Machinery of the Wood, Iron or Steel S. S. Minerva Master (Black)

Tonnage Gross 678 Net 399 Vessel built at Newcastle By whom Palmer Bros & Co When 1862.1.

Registered Horse Power 90 K.H.P. Engines made at Newcastle When 1870 Boilers, when made (Main) 77 (Donkey) ?

No. of Main Boilers 25.13 Owners Palgrave Murphy & Co Port London Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Inglis

Steam Pressure in Main Boilers 65 in Donkey Boilers 80

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

Last Survey No. Port Completion

Particulars of Examination and Repairs (if any) of S.S. No. 2.

(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? Not done

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? Not done

At what pressure were they afterwards adjusted under steam? Not done

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? Yes

If spare propeller shaft fitted, state whether new? Spare (new).

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Cylinders, slides, pumps crankshaft thrust & tunnel shaft & found them good

Examined the Seaconnections & found them good

The tailshaft was drawn in & found corroded. The spare shaft now has been fitted in its place & the lignum vital has been renewed.

General Observations, Opinion, and Recommendation: As far as seen the

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&N.S. 9.95 or L.M.C. 9.95, 140 lb., F.B., &c.)

machinery of this vessel is in a safe working condition & eligible in my opinion for the record M.S. 7.97.

Office or Registration Fee (per Sec. 27) £ 1.10

Survey Fee (per Section 28) £ 1.10

Special Damage Fee (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

5/8 18 94

Received by me,

4/8 18 94

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

\*State if Certificate is required

Committee's Minute TUES 10 AUG 1897

FRI 13 AUG 1897 TUES 31 AUG 1897

Assigned M.S. 7.97

Lloyd's Register Foundation







## Steamer "Minerva"

plates renewed and eight in the same shade on Starb<sup>d</sup> side renewed. The lower landing edge of strake at upper turn of bilge fitted with a doubling plate 8" x 5/8" a liner being fitted in way of landing for a length of 65 ft amidships. Four outside doubling plates fitted in way of upper deck scupper pipes on each side of vessel in strake below sheerstrake the plates being one space in width, four outside straps fitted to butts of strake at upper turn of bilge on port side. Four doubling plates fitted on Starb<sup>d</sup> side in way of cabin side lights and three on the port side; two plates at upper part of bilge on each side of vessel in way of boilers removed to execute repairs to frames <sup>in bunkers</sup> and replaced. Nine frame angles on Starb<sup>d</sup> side in bunkers and six on port side part renewed with lengths from 10 to 20 ft; thirteen reverse angles in way of bunkers renewed; the keelson angles in bunkers and in Engine space renewed on each side of vessel; seven floor plates in way of engine seatings renewed and three doubled, new bolts fitted to Engine seating; bunker casings renewed except a few plates; Quarter Deck stringer plate in way of Starb<sup>d</sup> side bunker doubled, new coaling hatchway fitted, deck renewed in way of coaling hatches. Fiddle casing renewed, four reverse frames under boilers port renewed. In Main Hold twelve reverse frames port renewed on each side of vessel. After bulkhd. of Main Hold part renewed; one plate in Bulk<sup>hd</sup> at fore end renewed. Three reverse frames in No. 2 Hold part renewed; cement repaired throughout vessel.

105 fms of chain cable renewed through being reduced below minimum thickness.

105 fms 1 5/16 stud link weight <sup>c. 2 1/2 lb</sup> 93.2.18 test <sup>c. 46.10.0</sup> 46.10.0 & 31.

Makers J. Hingley & Son. Test Cert. No. 28414 Detherton 15/7/97 H. Green

30 fms 1 9/16 stud link weight <sup>c. 2 1/2 lb</sup> 30.2.19 test 51 & 54 tons

Makers J. Hingley & Son. Test Cert. 28390 Detherton 22/6/97 H. Green

30 fms of stream chain renewed - 7/8 stud link weight <sup>c. 2 1/2 lb</sup> 12.0.26

test <sup>c. 20.12.2</sup> 20.12.2 & <sup>c. 13.15.0</sup> 13.15.0 Makers J. Hingley & Son. Test Cert. No. 28391.

Main Mast & Main Rigging renewed {Detherton 22/6/97 H. Green}

To complete survey - The stream ~~ch.~~ anchor and thirty fathoms of stream chain requires to be exam<sup>d</sup>. The Master informs me that this is lying on quay at Gt. Porto where vessel trades, the same will be put on board on vessel's arrival and will be seen when she arrives here which will be in three weeks time.