

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

(Received at London Office.)

Date of writing Report 18<sup>th</sup> Sept. 1899 When handed in at Local Office 18 Port of Glasgow  
No. in Reg. Book. Survey held at Glasgow Date, First Survey 11 Sept Last Survey 14 Sept 1899  
794 on the Machinery of the Wood, Iron or Steel S. S. MINERVA Master J. Slack  
Tonnage { Gross 678 Net 399 Vessel built at Newcastle By whom Palmer Bros & Co When 1862<sup>nd</sup> YEAR. MONTH. 1  
Registered Horse Power 90 Engines made at do Cup When 1870 Boilers, when made (Main) 1877 (Donkey) 1890  
No. of Main Boilers 2 Owners Calgrave Murphy & Co Port London Voyage Lisbon  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Dornthorse Slip Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 80 (State name of Dock.) & Queens Dock

Last Survey No. Port  
Particulars of Examination and Repairs (if any) B S 9  
(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 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 " " " " Yes  
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? Yes To what pressure were they afterwards adjusted under steam? 65 lbs.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 70 lbs.  
Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new?  
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

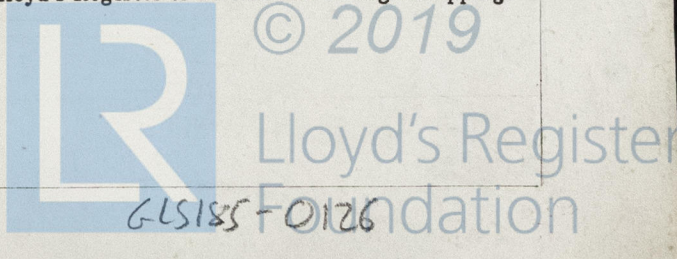
The Main & Donkey Boilers have been examined inside & outside & found to be in good order. The Safety Valves have been examined & afterwards adjusted under steam to the above stated pressures.

The propeller, end of stern tube & fastenings of propeller & sea connections have been examined & found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is now in good order & in our opinion eligible to remain as classed & to have fresh record of B. S. 9.99

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18/9/1899 James Hollison & H Gardner Smith  
Survey Fee (per Section 28) £ 2 : : Received by me, 22.9.99  
Special Damage Fee (per Section 28) £ 4 : :  
Travelling Expenses (if chargeable) £ 1.16 : :  
State if Certificate is required

Committee's Minute FRI 22 SEP 1899  
Assigned B.S. 9.99





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 to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible for  
THE RECORD. 12.1.999*

*12/1/999*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation