

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

No. *24313* Date of Writing Report *6-6-1890* Port of *Newcastle*
 No. in *1* Survey held at *Newcastle* Date, first Survey *12 May* Last Survey *June 4 1890*
 g. Book. *107* on the Machinery of the *S.S. Mineral* *Charles Howard* Master
 Gross *1304* Net *8219* Vessel built at *Sunderland* By whom *W. P. Le*
 Registered *120* Engines made at *Greenock* When *1877* Boilers, when made (Main) *1886* (Donkey) *1886*
 of Main Boilers *1* Owners *Port* Voyage *Black Sea*
 Steam Pressure *65* If Surveyed Afloat or in Dry Dock *Palmer Dock*
 in Main Boilers *65* (State name of Dock.)
 in Donkey Boiler *65* Class of Vessel & Machinery *90H1*
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 12.89*

Last Survey No. *3* Port *Newc* *1886*

Particulars of Examination and Repairs (if any) *Special Survey*

(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? *25*

If this was not done, state for what reasons?

If what parts of the Boilers could not be thus thoroughly examined?

So 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 boiler examined inside and found in good order & condition - safety valves examined and adjusted.

Donkey boiler on examination found in good order & safety valves examined and adjusted.

Cylinders, slides, pumps, crank shaft, thrust, pistons & cross shaft and details examined found in good order. Propeller & shaft &c. Stem bush rewooded, valve spindles & pumps rebushed, new valves &c. to bilge & feed pumps, bilge pipes in engine room made good, go-ahead line found broken & new one fitted. Thrust refastened.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification 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.)

now in good order & safe working condition & eligible in my opinion to remain as classed with the record L.M.C. 6.90 in the Society's Register Book.

Fee or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 4 : 00	<i>19 June 1890</i>
Special Damage Fee (per Section 28).....	£ : :	
Certificate (if required) as per margin.....	£ : 2 : 6	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>19 June 1890</i>

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

Committee's Minute *FRI 20 JUNE 1890*

Assigned *Lmb 6/90*

TUE - 1 JUL 90

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 record
is eligible to have same S.C. 90
recorded

H.H.

19.6.90