

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

No. 263 Date of Writing Report July 1891 Port of Constantinople MON. 27 JUL 1891  
 No. in Reg. Book Survey held at Constantinople Date, first Survey July 1891 Last Survey July 21 1891

on the Machinery of the steam steamer "Mineral" Master W. B. Haddock No. of Visits 3  
 Tonnage Gross 1304 Vessel built at Sunderland By whom W. Pile When 1866. 11  
 Net 849

Registered 120 Engines made at Greenock When 1877 Boilers, when made (Main) 1886 (Donkey)  
 Horse Power 120 Owners J. M. Hayland & Co. Port Voyage Black Sea & Constantinople  
 No. of Main Boilers Two Surveyed Afloat or in Dry Dock Afloat.

Steam Pressure in Main Boilers 65 in Donkey Boiler 40 Class of Vessel & Machinery + 90. A. I. S. H. 1. 91  
 Last Survey No. Three 2050 Port Newcastle S. S. No. 3-86 S. S. No. 1-90 L. M. C. 6/90

Particulars of Examination and Repairs (if any) On the Machinery of S. S. "Mineral"  
 (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?  
 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?

This survey was necessitated through the breaking down of the circulating pump.

The S. S. "Mineral" with a full cargo of Petroleum from Batoum for Hamburg, arrived in this port Constantinople on the 18th inst.

and according to the Log book while steaming to her anchorage, the circulating pump rod broke, disabling the Engines.

I found it broken through the neck at the top end. The bottom end that fits into the bucket is very much corroded, in one place 7/8" dia.

A new rod has been made and a brass liner has been cast on as before, it has been well fitted. The guides have been adjusted, as also the crank pin brasses.

The circulating valves have been renewed.

General Observations, Opinion, and Recommendation:—On the Machinery of S. S. "Mineral"  
 (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.)

The Engines are now in good working order. the repairs made are permanent.

I therefore recommend, that present class be retained.

Office or Registration Fee (per Sec. 27)	£ - : 10 : 0	Fees applied for
Survey Fee (per Section 28)	£ - : - : -	July 1891
Special Damage Fee (per Section 28)	£ 3 : 13 : 6	5 0 0
*Certificate (if required) as per margin	£ - : - : -	Received by me,
Travelling Expenses (if chargeable)	£ - : 16 : 6	July 1891

Committee's Minute TUES. 28 JUL 1891  
 Assigned Remain as classed

Machy.

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



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 vessel  
is eligible to remain as  
classified J.M.

27/7/91

FOR THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN.