

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

No. 3544 Date of Writing Report 28th September 1891 Port of Falmouth
 Reg. Book. Survey held at Falmouth Date, first Survey 5th Sept^r Last Survey 19th Sept^r 1891
 602 on the Machinery of the S.S. "Mineral" Master L. Hubbard No. of Visits 9
 Tonnage Gross 1304 Net 849 Vessel built at Sunderland By whom W. Pile
 Registered 120 Engines made at Greenock When 1866 Boilers, when made (Main) 1886 (Donkey) ✓
 No. of Main Boilers 1 Owners A. Stuart Port Sunderland Voyage Batoum
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boiler 50 (State name of Dock.)
 Class of Vessel & Machinery + 90. A1, 191
 (As in Register Book, including date of last Boiler Survey.) LMC 6.90 + NB 3.86

Last Survey No. 3144 Port Lws
 Particulars of Examination and Repairs (if any) Repairs required from Year and Year
 (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? No
 If this was not done, state for what reasons? Not done

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?

High Pressure Engine Cylinder opened out and examined lifted out of Ship and Ridge on the inside at Top taken off, Piston faced up in Lathe and a new Packing Ring fitted, Piston Rod made parallel and two new Steel set Bolts fitted to Piston Rod nuts, a new Keel Ring fitted and gland rebushed a new Cast Iron Air Pump made and the Old Brass Liner and Head Valve turned to fit the same, also a new Brass ring fitted as a distance piece, Head Valve, a new Cast Iron Mudbox Door made and fitted, After Well suction Pipe resoldered and Pipe cut in two and Flanges fitted so as to make it accessible at all times, Sea Suction Pipe for washing Decks rebrazed, Main Ridge Suction Pipe resoldered, Water Service Pipes rebrazed and three new handles fitted to Cocks, Two new Handles fitted to Boiler Water Gauge Cocks, Spar Top Brass for forward Main Bearing fitted, Nuts on Port Cylinder Column secured up tight, a new Crosshead made and fitted to High Pressure Engine, a new Inlet Valve Slating and Spindle fitted for Circulating Pump and a new brass Female fitted to Cover of same for securing the Nut, a new Brass Liner fitted to Circulating Pump Rod, Slide Rod for both Engines straightened and trued in Lathe, Low Pressure Engine Cylinder opened out and examined, Two Piston Rod Nuts faced in Lathe and screwed up tight and all piston Springs reset, Four new studs and a new bottom Cover fitted to Low Pressure Cylinder, Holes at back of Slide Valves chipped out on the after side to allow the Slides to fit on the Faces, Hole in Top end of Crosshead on Main Feed Donkey bored out and a new pin fitted, a new General Observations, Opinion, and Recommendation:— As far as seen the Machinery of this Vessel is in a good and efficient condition and eligible in my opinion to remain as classed without fresh record

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage Fee (per Section 28).....	£	:	:	Nil
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute FRI 2 OCT 1891

Assigned Remain as Classed

Mach.

Under these circumstances, spl. dam. yd on
 it does not appear to be a
 "Mineral"

It is submitted that this vessel
is eligible to remain as ordered

W. J.

16091

end welded on Pump Slide Valve Spindle and two new nuts fitted, Pump
Rod made parallel and a new Brass Bucket and Brass Spring Ring fitted
also a new neck ring and gland, a new steel bush and pin fitted to Valve
Spindle, a new neck ring and gland fitted to Piston Rod Stuffing Box
The Dynamometer Switches and Cutouts have been put in working condition
by an Electric Engineer sent from London by the Masters