

Date of writing Report 2^d June 1894 When handed in at Local Office 4. 6. is 9th Port of Newcastle-on-Tyne
No. in Reg. Book. 628 Survey held at Newcastle Date, First Survey 2^d April Last Survey 30th May 1894
on the Wood, Iron or Steel S. S. "Mineral" (No. of Vessels) 10 Master S. W. Ryder 1894

Last Survey, No. 12969 Port

CHARACTER.	Year Assigned	Year now expired.	Machinery and Super Surveys (Including date of N.B.M. survey.)
✠ 90 A1 Spar Shk 12-92 S.S. Huc No 3-86 S.S. Huc No 1 1899 Refr. Guard (if assigned) as Painted on Ship and now verified			LMC-12-92 ✠ NB-3-86 ✓ N. ✓

Vessel placed on slipway bottom cleaned, examined and found in good condition
rudder examined and found in good condition; bottom coated with paint
Peaks and all the vessels shell plating frames &c in way of oil tanks
and copper-dams scaled, examined and coated with paint; all outside of
oil tanks scaled, examined and found in good condition and now coated
with paint; Oil tanks examined inside and found in good condition
Examined decks and found same satisfactory; spar deck (wood) caulked and
payed throughout; mast wedges removed, masts & spars examined and found
in good condition; chain cables ranged examined and found to be $1\frac{3}{16}$ " full in
diam, rule size $1\frac{1}{16}$; ~~two~~ (2) lower anchors missing, and the following anchors
now placed on board; one common iron stock anchor No 25573 R.W.C. J. Hartness Supt
weight $26-3-0$ test $26-3-3-0$; one common iron stock anchor No 14011 Low Walker, G. E.
Serrins Supt, weight $20-3-0$, test $21-8-0-14$; the collective weight of lower anchors

PRESENT CONDITION OF THE

Decks	good	Transoms, Bolsters & Crutches	good	Copper, or I.M.	✓	Hatches	good
Waterways	"	Timbers of Frame at the openings	"	(State if on Vell.)	✓	Boats	"
Coamings	"	Disse ditto at other places	"	When put on, Month	Year	Masts, Yards, &c.	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"	Rudder	good	Condition, how ascertained	By examination
Low'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	"	Windlass & Capstan	"	Sails	good
Plating	"	Sealing	—	Pumps (hand none)	"	Equipment letter	P
Painting	—	(State if examined.)	none	Engine Room Skylights	"	Anchors, No. of	3B-15-1K
Nails	"	Cement work	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	yes
Welds or Rivets	"	(State which.)	"	Scuppers	"	" length 25'5"	size 1 1/2 full
Fastenings & Bolts	"	Tanks	yes	Cargo & Main Hatchways	"	" Rule length 240"	size 1 1/2
	"	(State if now tested.)	"			Hawsers & Warps	sufficient
	"	Caulking of Bot'm, D'k, & Wat'rw'ys	"			Standing & Running Rigging	good

General Observations: Opinion as to Class B

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of *ss No. 1-91 and pxd91, &c.*"

This vessel is now in a good and efficient condition and eligible in my opinion to remain as classed and to have record of survey 5-94 and the notation S.S. Howe No 2-94

Fees applied for.

Received by me.

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUES. 10 JUL 1894

Referred to the G.C.

Carrying Petroleum in Bulk L.
 Burning Liquid Fuel - Experimental
 L. S. N. 2 - 94

Gen Jones 12th July, 1894
 Closing Emu' deer in
 confirmed app

S. S. Mineral

is slightly over that required by the Rules, and the equipment is now satisfactory.

As it is proposed to use oil fuel in this vessel, the supply of which is to be carried in the double bottom, the same has been examined internally and the construction at this part is such that in my opinion oil fuel could with safety be carried therein.

The forward double bottom has solid floors fitted on alternate frames and 2 side girders connected to both bottom plating and tank top, the whole forming cells, which would prevent any undue wash of oil when the tank is partly filled and the vessel rolling or pitching in a seaway.

The after double bottom has 5 extra deep girders on top of the ordinary floors, which are connected by solid intercostals fitted on the top of every third floor and connected to the floor and tank top with single angles. Owing to the girders and intercostals in this tank forming cells which extend for nearly the whole depth of the tank I am of opinion that oil fuel could also be carried in this tank with safety.

The double bottom internally and externally was found in good condition and on being tested with water to a pressure of twelve feet was found satisfactory.

Two small service tanks $8'9" \times 6'2" \times 5'0"$ have now been fitted in the tween decks, these tanks were examined and tested with a head of water of six feet and found satisfactory.

Wm Morrison