

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 2<sup>nd</sup> June 1894 when handed in at Local Office 4.1. is at Port of Newcastle-on-Tyne  
 No. in Reg. Book Survey held at Newcastle Date, First Survey 2<sup>nd</sup> April, Last Survey 30<sup>th</sup> May 1894  
 628 on the Wood, Iron or Steel S.S. "Mineral" No. of Visits 10 Master S. W. Ryder 1894  
 TONNAGE:— Built at Sunderland When 1886 - 11  
 GROSS 1304 F.P.T. tons; A.P.T. tons; M.T.  
 UNDER D.K. 876  
 NET 849 Owners' Address  
 Surveyed Afloat or in Dry Dock Both Name of Dock Wallend Slip Destined Voyage Peru  
 WB= DBa tons; f tons; uE&B tons; CellDB tons; tons; tons.  
 F.P.T. tons; A.P.T. tons; M.T.  
 N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 1894 Port Merc

(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. 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 summarised in the form shown below. Whether the replacement of Anchors, Chains, or Hawser is reported, the particulars of weight or size and test of the article should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER  
S for Special Survey,  
Date of last Survey and of  
Periodical Surveys.

Machinery and Boiler  
Surveys  
(including date of N.B. if any).

**‡ 90 A 1** LMC-12-92

Spar deck 12-92

S.S. Merc No. 3-86

‡ NB-3-86

S.S. Merc No. 1 Petroleum in bulk

Painted over (if assigned) as  
Painted off Ship and now verified

## REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 2

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 vessel's shell plating frames be in way of oil tanks  
 and copper-dams sealed, examined and coated with paint; all outside of  
 oil tanks sealed, 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 1/16" full in  
 diam, rule size 1 1/8"; two (2) bower anchors missing, and the following anchors  
 now placed on board: one common iron stockless anchor No. 25573 R.W.C. J. Hartness  
 weight 26-3-0 test 26-3-3-0; one common iron stockless anchor No. 14011 Low Walker, C. E.  
 Morris weight 20-3-0, test 21-8-0-14; the collective weight of bower anchors  
 21-3-0

SUMMARY OF DAMAGE REPAIRS: —  Plates, Fairied or Repaired;  Frames, ditto.  Plates, Renewed;  Frames, ditto. Other Repairs

## PRESENT CONDITION OF THE

Decks	Good	Transoms, Paintings, & Crutches	Good	Copper, or T.M. (State if on Felt.)	✓	Hatches	Good
Waterways	"	Members of Frame at the openings	"	When put on, Month	✓	Boats	"
Coamings	"	Ditto ditto at other places	"	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
Fatting	"	Bracing (State if examined.)	none	Pumps (hand none)	"	Equipment letter	P
Caulking	—	Ceiling	none	Engine Room Skylights	"	Anchors, No. of	3B-15-1K
Bonning	—	Cement washpools (State which.)	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	yes
Fastenings or Rivets	"	Tanks	yes "	Scuppers	"	length 258' size 1 1/8" full	" Rule length 240' size 1 1/8"
Fastenings & Rivets	"	(State if now tested.)		Cargo & Main Hatch'ys	"	Hawsers & Warps sufficient	Standing & Running Rigging good

## General Observations, Opinion as to Class, Recommendation, &amp;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 p1ND91, &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. Merc No. 2-94

Fee (if chargeable) per Scale II, Sec. 27	£	:	:	:	Fees applied for,
Fee (per Section 28)	£	5	:	10	0 4.6. 1894
cial Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	:	Received by me,
elling Expenses (if chargeable)	£	:	:	:	7/6 1894
nd Surveyor's Fee (if any)	£	:	:	:	G. Morrison
Certificate now required?	£	:	:	:	Surveyor to Lloyd's Register of British & Foreign Shipping.

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aracter assigned

TUES. 10 JUL 1894

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## 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" x 6' 2" x 5' 6" 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.

W. Morrison