

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

(Received at London Office TUES. 5 JUL 1894)

Date of writing Report *June 2nd 1894* When handed in at Local Office *June 4th 1894* Port of *Newcastle*
 No. in Survey held at *Newcastle & N. Shields* Date, First Survey *2nd April* Last Survey *May 30 1894*
 Reg. Book. *628* on the Machinery of the *Wood Iron or Steel* *S.S. "Mineral"* Master *(No. of Volls 11)*
 Gross *1304* Tonnage Net *849* Vessel built at *Sunderland* By whom *W. Pile* When *1866* - *11*
 Registered Horse Power *120* Engines made at *Grunrock* When *1877* Boilers, when made (Main) *86* (Donkey) *✓*
 No. of Main Boilers *One* Owners *A. Smart* Port *Sunderland* Voyage
 No. of Donkey Boilers *One* If Surveyed Afloat or in Dry Dock *Both*
 Steam Pressure in Main Boilers *65 lb* (State name of Dock.) *Walsand Slip*
 in Donkey Boilers *50 lb*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. N: 2*

Periodical Surveys, when held, must be reported in detail and verbatim 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Examined cylinder, pistons, slide-valves & faces, air, cir. fuel & bilge pumps & valves, Crank, thrust, tunnel & propeller shaft, all sea cocks & valves, bilge injection & discharge valves & found in good condition with the exception of the L.P. cylinder which has a crack between the steam & exhaust port. This has been satisfactorily repaired by three gun metal stays screwed thro' the cylinder face into the box between the ports.
 prop shaft drawn in & rewooded!

Main boiler examined & safety valves found in good condition. Donkey boiler examined & safety valves & found in good condition, excepting several defective rivets (seven) in fire box which has been renewed & a defective patch on shell which has been satisfactorily renewed.

Arrangement for burning oil fuel has been made.
 General Observations, Opinion, and Recommendation:— The machinery of this vessel being now in order & safe working condition renders her eligible in my opinion to remain as classed & have record L.M.C. 5. 94. in the Register Book.

or Registration Fee (per Sec. 27) £ 4 0 0
 Fee (per Section 28) £ 4 0 0
 al Damage Fee (per Section 28) £ 0 0 0
 elling Expenses (if chargeable) £ 0 0 0

Fees applied for
 4. 6. 18 94.
 Received by me,
 9/6/94

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

If Certificate is required

Committee's Minute

Signed *L.M.C. 5. 94*

TUES. 10 JUL 1894

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.

Small defect has been repaired in L.R.
Linder & small repairs to borders
executed by ordinary wear
It is submitted that this
vessel is eligible to have
M.C. 5.94 recorded

J. Jan.

9/7/94

S. S. "Mineral"

Has been satisfactorily fitted on board this vessel. This however has been disconnected as it is not the owner's intention to use oil fuel at present.

R. F. Morton