

Port of Swansea

3rd September 1891

John W. Dimmock

The Owner proceed on board the iron screw steamer "Mineral", 549 tons, of Sunderland on the 24th day of August 1891 and on other days for the purpose of ~~examining the state of~~ sustained by the machinery of this vessel while on a voyage from Batoum to Hamburg on the 18th day of July and at other times for particulars of which see engineer's log book and Protest.

Found the main engines had been shaken by racing and whilst working them repeatedly full speed ahead and astern in the attempt to pull up the lower anchor, on lifting the main crasses and crank shaft out of place for examination found the shaft journals cut up, said to have been caused by the

main bearings heating and the subsequent free use of water. The main brasses abraded generally, while the top brass of the forward journal and the bottom brass of the after journal were broken through.

The heavy turning wheel had started & the key of same loose & worn, the after coupling bolts in crank shaft broken and the iron gudgeon of one of the feed pump plungers broken.

Recommended the crank shaft & journal brasses be lifted, crank shaft journals filed up smooth, the brasses tried up and re-lined, two new half brasses to be supplied and fitted to replace those damaged, the old broken brasses may be repaired and temporarily replaced and lined up, in order to allow the vessel to proceed to sea for one voyage. The new brasses to be placed on board and prepared ready for fitting in place.

The turning wheel to be taken off the coupling, keyway re cut, new coupling bolts fitted and couplings tried round to see shafting is amiable.

A new iron gudgeon to be fitted to feed pump. All

All gear or fittings removed or disturbed in order to get at the repairs to be replaced or otherwise made good in order that the machinery may be placed in the same good and efficient condition as before the accident in question occurred.

The above recommendations made by me have been complied with.

John A. McInnes

See L^y. 11. C.

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