

Copy
S.S. Mineral

Philadelphia. Febr. 26. 1892

Genl. Keay Esq

Dear Sir:

In reply to Your favor of the 19th inst, would say, that I have today examined the Steamship Mineral, going through all of her Cargo spaces, and, as far as I am able to judge from such examination, all her tanks appear to be tight.

The Vessel is a converted tank ship, the oil tanks having been constructed inside her hull, leaving spaces for Ventilation on sides and on top under the decks. While this construction is by no means economical in first cost and in carrying capacity, it has the advantage, that the tanks are not affected by the straining of the Vessel's Hull, and therefore easier to keep tight. The tanks are also left comparatively smooth inside, facilitating the cleaning of same - etc.

The arrangements & Capacity of Pump is, however, not very satisfactory, as there is but one ^{oil} Pump and the Captain stated, that it would require 18 hours, to discharge her cargo of Oil. For Molasses it would be entirely inadequate & unsuitable, the Centre of Pump being about 17 1/2 ft above bottom of pumps, and the Main pipe lines running slightly above the lower deck. It would, therefore, not only require a new pump in the lower hold, but also a new Suction Main, running along the bottom of the tank, this could, however, be connected without trouble to the present Suction Valves in the bottom of the tanks.

Hoping, this information may be sufficient for the present, I remain
Yours truly John Keay