

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27-12-92 1892 When landed in at Local Office 18 Port of Trieste

No. in Reg. Book. 621 Survey held at Trieste Date, First Survey 22-11-92 Last Survey 25-12-92 18

On the Screw Steamer Mineral Master J.C. Hashfield

TONNAGE:- Built at Sunderland By whom W. Pile When 1866. 11

GROSS 1304 Owners A. Stuart Port belonging to Sunderland

UNDER DECK 876 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 849 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Stab. Tecnico Destined Voyage Batoum

WB=DBa tons; FPT tons; uE&B tons; CellDB tons; MT tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey, No. 1-450^a 90 Port Newcastle

(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. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles 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.)

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

Years since last survey: 11.91

Machine and Boiler: LMC 6.91 + R.B. 986

Carrying petroleum in bulk 5.5 No 3-86 55 No 1-90

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage sustained through stress of weather the 23rd Sept last and subsequent dates on a voyage from Philadelphia to S. Louis, and fully described in the Log Book by the late Master. I found the following damages on Deck - Spar deck strained and leaky in several places. 146 ft of deck deck planks badly chipped.

I recommended the Planks to be renewed and Deck Caulked. Poop & bridge decks strained & leaky also at deadlights.

I recommended to be caulked and new frames fitted around deadlights. Poop & bridge decks repainted.

Cabin skylight on poop deck broken, must be supplied a new one. Hatch to Warehouse carried away, to be made new. Washboards on Port & Starboard Side for about 100 ft broken, new fitted in place. Two stanchions and about 27 ft of rails at Starboard Side.

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

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Good	Hatches	Good
Waterways	do	Angles	do	(State if any Felt.)	do	Boats	do
Coamings	do	Timber of Frame at the openings	do	When put on, Month	Year	Masts, Yards, &c.	do
Up'r Dk. Beams & Fastenings	do	Ditto ditto at other places	do	Rudder	Good	Condition, how ascertained	made new
Low'r Dk. Beams & Fastenings	do	Keelsons	do	Windlass & Capstan	do	Sails	Good
Plating	do	Clamps, Shells & Stringers	do	Pumps	do	Anchors No. of 3 bow 1 bow 2 bow	do
Planking	do	Butting	do	Engine Room Skylights	do	Cables, length 270 ft size 1 1/2 in	do
Transoms or Rivets	do	Caulking	do	Coal Bunker, Open'gs, Lids, &c.	do	(State if now ranged)	no
Breasthooks & Stems	do	Cement caulking	do	Scupperns	do	Hawsers & Warps	do
		(State which.)	no	Cargo & Main Hatchways	do	Standing & Running Rigging	do
		Tanks	do				
		(State if now tested.)	no				
		Caulking of Bot'm, D'k, & Wat'r'ys	do				

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 ptd 91, &c."

To remain as now classed in Register book and to have record of Survey 12-92.

Office Fee (if chargeable) per Scale II., Sec. 27	£	10	Fees applied for,
Survey Fee (per Section 28)	£		24/12 1892
Special Damage or Repair Fee (if any) (per Sec. 29.)	£	4	Received by me,
Travelling Expenses (if chargeable)	£	2	28/12 1892
Second Surveyor's Fee (if any)	£		
*Is Certificate now required?			

Committee's Minute TUES. 3 JAN 1893

Character assigned LMC 12, 92. 90A1 Spar dk.

Carrying petroleum in bulk

L. Master

tern & bent. Repaired and the rails stayed & straightened.

Bulwark teak rail on Starboard Side ^{lower} split for about 17 ft and 20 ft of it on Port bow broken. Renewed and partly sheeted with iron bands. Size of teak rails 9" x 3".

Officers W.C. amidships stove in, pipe seat and reservoir broken. The whole repaired and partly renewed.

Hard wood pin rail 11' 6" x 2" fore fore Mast rigging broken and one Stanchion & rail bent. The wood rail renewed and the other part straightened.

Two tween deck ventilators, one forward and one aft, and smaller one on forecastle badly damaged. The Cowl for same were renewed and Combings repaired.

Two Stanchions and about 16 ft of rail on bridge deck broken and bent, repaired, fixed the Stanchions & straightened the rails.

Canvas weather cloth in front of ~~bridge~~ rails on bridge deck torn adrift. This was renewed. Two ~~bridge~~ ridge poles for weather cloth broken, & renewed.

Steam ~~and~~ cock on stockhole casing damaged and plate stove in.

The cock overhauled and piece of plate riveted on casing.

Donkey boiler funnel stove in & bent. Repaired.

Two ashcocks damaged and broken adrift. One made new and one repaired.

Two ashbuckets washed overboard where both renewed.

One stockhole ventilator damaged and repaired.

Cabin Port side lights strained and leaky, new packing fitted on same. Three shutters in front of chart room, and Cabin stove in, and made new wood shutters and fitted.

Ring bolts in deck torn, refitted. A number of Winch pipe chairs torn up and wood covering broken. The chairs were relaid and covers renewed.

On account of ship having been reported grounded on the 4th October in the River Dordogne. She was docked and on sighting her bottom I found 3 butts on port side and one butt on Starboard side leaky and which were recaulked. Vessel entered dry dock the 22nd November and undocked 25th ditto. Paint on bottom removed to examine the butts and repainted.

Several Steering Rod guidebracket & Sheaves, broken & pins bent these were overhauled and renewed where necessary.

One arm of Quadrant of hand steering gear aft cracked. A strong plate was fitted over the whole Quadrant.

Put right the Engine & Flylight which was damaged.

The following repairs cannot be accountable for stress of weather. Both masts found in bad condition. Two new wood pole masts supplied, rigging overhauled and repaired where necessary and the whole together with new derricks & complete fitted in place.

Continuation of the Report No. 230 dated 15th 12-97 on the Screw Steamer "Mineral"

Chain's locker wood bulkhead torn adrift. Repaired and stiffened with Angle bar to frame of ship.

New plate fitted to Galley house at bottom.

Sluice valves in fore hold, and N^o 14 oil tank rusted up, overhauled and repaired. Cleats of boats davits broken and bent, these were straightened and repaired. Fresh water tank pump and pipe damaged overhauled and repaired.

Wanted 2 Manila Rope 5 $\frac{1}{2}$ " + 90 fms, which have been supplied.

All damages having been repaired, and wanted articles being supplied, I am of opinion to remain as classed as recommended.

Elias Flores