No. 8. (Received at London Office 16 OCT 1926) No. 1603

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/10/26 1926 When handed in at Local Office 13/10/26 Port of LISBON.

No. in Reg. Book. 77454 Survey held at LISBON Date, First Survey 9/10/26 Last Survey 12/10/ 1926. (No. of Visits 3.)

on the ~~Wood, Iron or~~ Steel S. S. MIRANDELLA

TONNAGE:— GROSS 5105 UNDER DK. 4752 NET 3344

Built at VEGESACK By whom BREMER VULKAN When YEAR. 1906 MONTH. —8

Owners Soc. GENERAL DE COMMERCIO INDUSTRIA E TRANSPORTES LTD Owners' Address ✓ (if not already recorded in Appendix to Register Book).

Managers ✓ Port belonging to LISBON.

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock ✓ Destined Voyage ✓

WB=CellDBorDBa ✓ feet; uE&B ✓ feet; f ✓ feet
total capacity ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. ✓ Port ✓

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

CHARACTER, ✠ for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and Expired.	Machinery and Boiler Surveys (including date of N.B., if any).
CONTEMPLATED CLASS		
100A1 L.R.		

(Periodical Surveys, when held, must be reported in detail and seriatim 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 should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. E. M 23/2/26, M 13/9/26, M 22/9/26.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined ✓

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition survey with a view to classification

In accordance with instructions from the Committee I attended at Lisbon and in company with Mr Sumner we have examined the vessel as far as possible while the vessel was being afloat. There are certain items which still remains to be done to complete the survey which are now in hand and it is not anticipated that the vessel will be completed ready for sea before about February 1927.

The following parts have now been examined:- Shell plating examined above the light water line and in way of sidelights and found in good condition and the vessel is undergoing and painting the shell inside and outside is already partly done. The shell drillings will be found on our first entry report enclosed with this report.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks Good
Caulking of Decks ✓
Coamings ✓
Beams & Fastenings ✓
Outside Plating ABOVE L.W.L. ✓
Breasthooks ✓
Transoms ✓
Frames ✓
Reverse Frames ✓
Longitudinals ✓
Transverses ✓
Floors ✓
Bilsons ✓
Stringers ✓
Inner Bottom Plating ✓

State if Tanks have been examined inside YES
State if Tanks now tested NO
Bulkheads GOOD
Ceiling HOLD & FOOT ROOMS "
Cement or Asphalt TANKS NOT CEMENTED.
(State which.) ✓
Rudder ✓
Steering gear and its connections GOOD
Windlass "
Have Pumps now been examined and found efficient? ✓
Have Sluice Valves now been examined and found efficient? NONE FITTED
Have Watertight Doors now been examined and found efficient? GOOD TESTED
Have Ventilators and their Coamings been examined and found efficient? GOOD

Dblng. Plates under Sounding Pipes YES
Engine Room Skylights GOOD
Coal Bunkers, Open'gs, Lids, &c. "
Scuppers "
Cargo Hatchways "
Hatches "
Planking of Wood Vessels
Caulking ditto
Treenails ditto
Breasthooks & Stemson ditto
Transoms, Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto ditto at other places ditto
Stringers, Clamps & Shelfs ditto
Salting ditto
(State if examined.)

Copper, or Y.M. of ~~Wood Vessels~~
(State if on felt.)
When put on, Month Year
Boats ✓
Masts, Yards, &c. GOOD
Condition, how ascertained BY EXAMINATION
(State if wedges removed) NO WEDGES
Sails ✓
Equipment letter ✓
Anchors, No. of ✓
Cables (State if new ranged) NO
" length ✓ size ✓
(on board) ✓
" Rule length size
Hawser & Warps ✓
Standing & Running Rigging GOOD.

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of *ss No.* 1-24 and ptND24, &c."

The vessel is eligible in our opinion to be classed 100A1. subject to the classification survey being completed, and to the anchors and cables being examined for test for the Register I.

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) (per Sec. 29)
Travelling Expenses (if chargeable)
Land Surveyor's Fee (if any)

Fees applied for, 19
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 9 NOV 1926 TUES. 15 MAR 1927 THUS. 15 DEC 1929
Character Assigned No action FRI. 27 MAY 1927 FRI. 19 AUG 1927 TUE. 11 SEP 1928 TUES. 14 FEB 1928 TUE. 11 DEC 1928

Is Certificate required? If so, to be sent to

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S.S. "Mirandella" Lloyd's Report No. 1602.

All bilges for one after peak tank deck, machinery space closed and examined. All air pipes secured for the voyage. All bilge valves and cocks fitted and tested and found in good order. The bilge and ballast pumps could not be tested at the time. All double bottom tanks, engine and boiler tanks, fore and after peaks and deep tank accessible, cleaned out and examined internally and found in very good condition. The greater part of the tanks have been chipped and cemented and the remaining parts are now in hand. The fore peak chipped and cemented, aft peak and deep tank chipped and painted. The decks examined and found the plating good but the upper deck in fore well and the combined poop and bridge deck to have the wood renewed. The old wood deck on deckhouse lifted and the work of scaling and painting the steel and the laying of the new wood deck is being commenced now. Masts, standing and running rigging, examined and found good. Hatches, windlass, steering gear hand and steam and their connections, W.T. doors, sluices, air and sounding pipes, and ventilators examined and found in order. All lower and tween deck bunkers cleaned and examined with ceiling part removed (remainder of ceiling being lifted now) and seen are good. Bunkers chipped and painted internally. The freeboard markings of Germanischer Lloyd are lifted from ship and are embodied on our freeboard report.

Work effected for the survey:— The bottom and tween decks are partly chipped and painted and the remainder are now in hand, bunkers all chipped and cemented, hatches sealed and cemented and the remainder are in hand.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee. If Stockless, state Mechanical Tests

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per Rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire...											

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 to cause it to show through to the other side.

Upon examination of the hull below the heavy ballast shifting pallets it was found that additional intercostals are fitted with double top angles and the system of stiffening as shown on the midship section of the vessel has been very good. The bottom forward the double bottom as far as the forward end of the engine and boiler rooms, and the peaks and deep tank are all in good condition and the plating in the double bottom and peaks and deep tank and the plating in the double bottom has been fitted with the usual double bottom sheathing with 3½" bolts fore.

P.T.O.

Rpt. 9a.

Port of Lisbon — S.S. "Mirandella" — Continuation of Report No. 1603 dated 13/10/26. on the

We have explained to the Owners the requirements regarding the fitting of inner plates 10 x 5/8 below the main deck channel gusses in No. 1-2-3 and 4 holds and they are quite agreeable to do this work and some has been put in hand already.

The following remains to be done to complete the survey which an estimate will be sent about February next.

Inner plates to fit below main deck channel gusses in No. 1-2-3 and 4 holds. This work now put in hand.

Vessel to be dry docked for bottom inspection.

Chain cables to be scraped and chain locker examined.

Anchors 3 B.1 S.K. to be examined.

No test certificates appear to be available and the marks of any to be taken for the figure I.

Equipment of ropes to examine and 220 Metres of 12 7/8" Wire to be added.

All double bottom tanks, peaks and deep tank accessible to test.

Hand pumps to be tested.

Boats to examine.

The divisional bulkheads of the forecastle, forward crew and place and W.C. are rusted and plating to be renewed. This work is already commenced.

The wood deck of upper deck in fore well and over bridge and poop deck to be renewed together with wood deckplates of forecastle deck.

Hold ceiling to be all renewed and renewed as found necessary.

The chipping and painting of No. 2 tank, and Nos 3 and 4 holds is already in hand.

All bilges to be cleaned, chipped and cemented. Top of side ceiling to be part renewed.

All wood casings of deck pipes in bunkers to be renewed and covered with steel casings.

With regard to the fees to be charged upon completion of the survey of hull, machinery and freeboard I have discussed this question with Mr Pyne & Mr Gunner and we suggest that the total fees should be £300 plus travelling expenses but we shall be glad to be advised.

A. B. England
Lt Col Commr.

Tank Lengths & Capacities,

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