

Lengthening S.S. No. 3

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 791 Survey held at Newcastle Date, first Survey 9th June Last Survey 23 Aug 1871
on the S.S. "Miranda" Master E. Dilly
Tonnage 295.99 built at Newcastle When built 1865, 3 mo.
By whom built Palmer Owners Lon. Steam Shipping Co.
Port belonging to London Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock In Palmer's dry dock & afloat

Last Survey, No. 8201 Port IRON. Classed A. 1
15.5. No 2-691 9.70.

REPAIRS, &c.

This vessel has been lengthened 24^{ft} 6ⁱⁿ amidships. The arrangements shown on the enclosed approved section of the 3rd June 1871, and the remarks of the principal Surveyors, have been carried out in their entirety, with the exception of attaching the hold beam stringer to the shell plating by means of short angle irons between the frames: instead of this - bracket knees with double angle irons, have been fitted at about every fifth bay, riveted to the stringer plate and to the outside plating, as suggested on the 7th July and which was left by the Committee to be carried out to the Surveyors' satisfaction.

The Boilers are new and the Engines have been taken out and compounded. The vessel has been thoroughly scraped and painted T. J. O.

Present Condition of the

Decks	<u>good</u>	Treenails	<u>good</u>	Windlass and Capstan	<u>good</u>
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<u>from inspection & enquiry</u>
Planksheers	"	Keelsons	"	Sails	<u>good</u>
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of <u>3 B. 15. 2 K</u> "
Topsides	"	Ceiling	"	Cables	<u>270 fath 1 7/16</u> "
Wales	"	Rudder	"	Hawsers and Warps	<u>good & sufficient</u>
Plank (Bottom) and Counter	"	Copper <u>Asphalte</u> When put on <u>1865</u>		Standing & Running Rigging	<u>good</u>
Engine Room Skylights	<u>good</u>	Caulking of			
Coal Bunker, Openings, Lids, &c.	<u>good</u>	Bottom, Deck, & Waterways	<u>good</u>		
General Observations and Opinion,		Scuppers	<u>good</u>	Cargo and Main Hatchways	<u>good</u>
				Hatches	<u>good</u>

This vessel having now been lengthened satisfactorily and all the requirements of Survey No. 3 having been complied with we are of opinion that she is eligible to be classed A. 1 and to be marked in the Register Book S.S. No. 3-71

The Amount of Entry Fee.....£ 2 : : : is received by me.

Special..... 8 : 5 : :

Certificate (if required) : : 5 : :

Committee's Minute 19th September 1871

Character assigned 80

S.S. No 3-71

record lengthening

M. C.

I concur in the opinion that this vessel is eligible to be classed A. 1 and to be marked in the Register Book S.S. No 3-71 1871

inside and out. The water ballast tank has been continued through the new portion, and the upper deck planks properly shifted.

An account of new Tonnages and Measurements.

Tonnage under deck 854.67

No. House on deck 32.41

No. Forecastle 30.79

No. Breast 78.12

Gross Tonnage 995.99

Crew Space 47.29

Engine Space 213.20

Registered Tonnage cut on beam 735.50

Dimensions as per Register, Length $236^{\text{ft}} 0^{\text{ins}}$, Breadth $28^{\text{ft}} 1^{\text{ins}}$ Depth $17^{\text{ft}} 2^{\text{ins}}$.

The equipment is in accordance with the Table ~~of~~ in force when the section was passed.

Wm. J. Bone
R. J. Reed.