

REPORT of SURVEY for REPAIRS, &c.

No. in *46* Survey held at *Penarth* Date, first Survey *24th 29* Last Survey *23rd 11/18* 18 *79*
59 on the *"Miranda"* Master *Key*
 Tonnage under Tonnage Deck *855* Built at *Newcastle* When built *1865* YEAR. MONTH.
 Ditto of Spar Deck, or Awning Deck Owners *Londonthush Co.* Port belonging to *London*
 Ditto of Poop Residence *London*
 Ditto of Raised Qr. Dk. By whom built *Palmer* Destined Voyage *Valencia*
 Ditto of Houses on Deck *996* *By Surveyed Afloat or in Dry Dock* on *Penarth* *Gridiron*
 Ditto of Forecastle Reg. Tons as St mer, cut on Bm. *456*
 Gross Tonnage Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. Character in Register Book.

Last Survey, No. *23090* Port *Iron* Classed *Sp. 11*
Sp. 102 1/4

REPAIRS, OR EXAMINATION AS PER RULE *on acct of leakage* (Special Report) *3.89*
The vessel placed on Gridiron for examination, having sprung a leak while loading her outward cargo of coals, in the Penarth Dock on the 21st October 1879, in consequence of which, about 480 Tons have been discharged - Found. In the next Garboard, on the Port Side, in hull, about two feet forward of the Boiler Room Bulkhead, in one Plate, about midway between Floor Angle Iron, and in the centre of the Plate in the direction of the frames, an oval hole diameters $1\frac{1}{2} \times 1$ inch. The Plate itself showing a good average thickness of $\frac{3}{16}$. Round the edges of the hole, with the exception of a small portion of its circumference, where it was slightly wasted, also in an oval form. The hole now stopped by inserting a large Rivet, forged to shape, well headed inside, & clenched outside; and the inner surface of the Plating well cemented, the Rivet in landing edge of plate contiguous to the above, cut out, & renewed.

Present Condition of the					
Decks	<i>Good</i>	Treenails	<i>Rivets where seen good</i>	Windlass and Capstan	
Waterways	<i>"</i>	Breasthooks and Stemson		Pumps	
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>no</i>	Boats	<i>Sofas</i>
Upper Deck Beams & Fastenings		Timbers of the Frame at the opening	<i>the</i>	Masts, Yards, &c.	<i>as</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Exam</i>	Condition, how ascertained	<i>seen</i>
Plank sheers	<i>where</i>	Keelsons		Sails	
Sheerstrakes	<i>seen</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>Good</i>
Topsides	<i>no</i>	Ceiling		Cables	<i>and</i>
Wales	<i>Special</i>	Rudder		Hawsers and Warps	<i>luffs</i>
Plank (Luncheon, and Counter)	<i>Exam</i>	Copper	When put on	Standing & Running Rigging	
Engine Room Skylights		Caulking of			
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways			
Scuppers					
Cargo and Main Hatchways					
Hatches					

General Observations, Opinion as to Class, &c. *The vessel being reported perfectly tight & efficient for the voyage, no further repairs were attempted, the making of the Flood Tide, rendering it impracticable at time of survey. But it is recommended that on her return, it is desirable she should be placed in a Dry Dock for further examination, and a truer plate fitted if found necessary.*

The Amount of Entry Fee ... £ : : received by me, *100 18 79*
 Special ... £ *2 : 2* :
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute *23 November, 1879*
7th November, 1879
 Character assigned *Deferred*
Deferred
from survey
at the cause of hole
in the bulkhead
between boiler room
and engine room
and a truer plate fitted
if found necessary
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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 IRON 488-0413

"Miranda"



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