

# Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office,)

MON 8 JULY 1889

No. 449 Date of Writing Report July 8<sup>th</sup> 1889 Port of London  
 No. in Reg. Book. 449 Survey held at London Date, first Survey July 2<sup>nd</sup> Last Survey July 6<sup>th</sup> 1889  
 on the Machinery of the S. S. Miranda Master A. Mayo No. of Visits 23  
 Tonnage { Gross 948 Net 593 Vessel built at Newcastle By whom Robson & Co When 1865 Boilers, when made (Main) 1871 (Donkey)  
 Registered Horse Power 140 Engines made at " When 1865 Boilers, when made (Main) 1871 (Donkey)  
 No. of Main Boilers 2 Owners L. Penruick & Sons Port London Voyage  
 Steam Pressure— in Main Boilers 45 If Surveyed Afloat or in Dry Dock Lincolnton 18  
 in Donkey Boiler 45 (State name of Dock.) Class of Vessel & Machinery  
 (As in Register Book, including date of last Boiler Survey.) 80A1.2.89  
MS. 4.89  
BS. 8.88

Last Survey No. Port

## Particulars of Examination and Repairs (if any)

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Funnel docked, tail shaft drawn & examined & stern tube rebushed, sea cocks & sea connections good

Examined main boilers, donkey boiler & superheater also all safety valves.

Found ballages in seams in combustion chamber back of port boiler, recommended patches to be put on with two new screwed stays to each patch, this has been done satisfactorily

Tested donkey boiler safety valves to 45 lbs per sq inch Main safety valves, lower weighted, & calculated to blow at 45 lbs.

General Observations, Opinion, and Recommendation:— As far as seen this  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

main machinery is in order & she is shippable in my opinion to remain as classed & to have the notation B.S. 4.89 recorded in the Register Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 1 : 10:	<u>15. 7</u> 1889
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<u>187</u> 1889

Francis Robson  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute JULY 16 JULY 1889

Assigned BS 7/89

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 2—Transfer Ink—6000, 28/1/89. \* Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.



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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 cause it to show through to the other side.

It is submitted that this  
vessel is eligible to  
have B.S. 7.89.  
recorded.

N.A.  
15-7-89

Surveyed & submitted  
Sergeant