

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

49664
MON 8 JULY 1889

No. _____ Date of Writing Report July 8th 1889 Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey July 2nd Last Survey July 6th 1889
449 on the Machinery of the S. S. Miranda Master A. Mayo No. of Visits 3
 Tonnage { Gross 948 Vessel built at Purcell By whom Parker & Co When 1865 YEAR. MONTH.
 Net 593 Engines made at _____ When 1865 Boilers, when made (Main) 1871 (Donkey)
 Registered Horse Power 140 Owners L. Pennington & Sons Port London Voyage _____
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Lincolns St. B. Class of Vessel & Machinery
 Steam Pressure— in Main Boilers 45 (State name of Dock.) (As in Register Book, including date of last Boiler Survey.)
 in Donkey Boiler 95 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 boiler, donkey boiler & superheater also all safety valves.

Found ballays in seams in combustion chamber back 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 vessel's machinery is in order & she is shippable in my opinion to remain as classed & to have the notation BS. 4.89 recorded in the Register Book
 (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.)

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

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

Committee's Minute JULY 16 JULY 1889
 Assigned BS 7/89

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89. *Certificates 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.



