

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

50557

(Received at London Office, THURS 24 APRIL 1890)

No. *479* Date of Writing Report *April 22nd 1890* Port of *London*
 No. in Reg. Book. *479* Survey held at *London* Date, first Survey *April 15* Last Survey *April 21 1890*
 on the Machinery of the *S. S. Miranda* Master *Reys* No. of Visits *4*
 Tonnage Gross *948* Net *593* Vessel built at *Newcastle* By whom *Palmer & 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 *J. Fenwick & Sons* Port *London* Voyage *"*
 Steam Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *Limekilns* Class of Vessel & Machinery
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *80A1.4.89*
 Last Survey No. *49664* Port *London* *S. S. Lon 202-87* *MS.4.89*
BS.4.89

Particulars of Examination and Repairs (if any) *Boiler Survey*
 (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?

Sea connections & propeller fastenings examined & found in good condition

Main & donkey boiler & safety-valves examined & found in good condition. Superheater also examined.

*Main safety-valves lever weighted & calculated to blow at 45 lbs
 donkey safety-valves tested & found to blow off at 40 lbs*

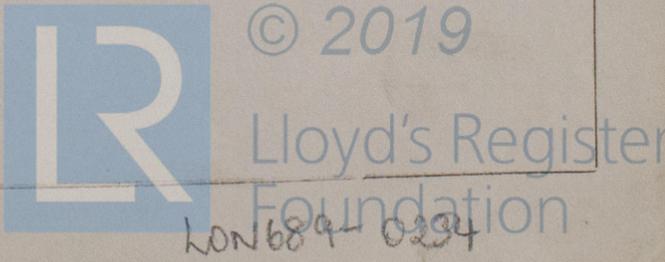
owner states that it is not convenient to put this vessel's machinery through her special survey just now, but that this will be done shortly

General Observations, Opinion, and Recommendation:— *As far as our this vessel's machinery is in good condition & she is eligible in my opinion to remain as classed & to have B S. 4.90 recorded in the Reg. 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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 0 :	<i>29/4 1890</i>
Special Damage Fee (per Section 28).....	£ : :	} <i>a.s.</i>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me,
		<i>30/4 1890</i>

Maurice Pukon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 2 MAY 1890* *TUES. 21 APL 1891*
 Assigned *BS 4/90*



LON 689-0294

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

T. & S. Form No. 9 - Transfer Ink - 6000, 9/12/89
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)
 *Certificate to be sent to

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

It is submitted, that this
vessel is eligible to have
B.S. 4. 90 recorded
in the Reg. B.R.

M. L.
1. 5. 90
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