

REPORT of SURVEY for REPAIRS, &c.

No. 779 Date of Writing Report April 25th 1890 Port of London Received in London Office, 28 APRIL 1890

No. in Reg. Book. Survey held at London Date, First Survey April 13 Last Survey April 18 1890 on the Iron Screw Steamer MIRENDA Master A. Keys

TONNAGE: NET 593 GROSS 948 UNDER DECK 855 Built at Newcastle By whom Palmers & Co. When 1865. 3 Owners Messrs J. Tennant & Son Port belonging to London

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Smith's Dry Dock. Destined Voyage Length of Poop 10 ft. of Forecastle 10 ft. of Raised Or. Deck 10 ft. of Moulded Depth 10 ft. 3 ins.

Last Survey, No. 49064 Port London N.B. 71 M.S. 7.87 B.S. 7.89 Classed S.S. Lon. No. 3-2-81 S.S. Lon. No. 2-87

REPAIRS, OR EXAMINATION AS PER RULE, FOR a portion of the Special Survey (2nd) No. 3. This vessel was examined whilst lying dry on blocks, in the Smith's Dry Dock.

The Bottom was found in good and sound condition and was cleaned and painted. The Rudder was lifted and the Rudder joints were re-bushed.

The Reserve and Side Bunkers were cleared out for examination and the following plates & bars, found worn, were cut out and replaced by new or repaired as required:

Iron plates and four stiffeners in C.H. at fore end of Boiler Room; four stringer plates; 6 bracket knees under same; one lower H. Beam Angle iron & covering plate to main deck beam. Twelve reversed frames; six lengths of tie plates; Bunkers stays, gussets &c. and a large portion of the Bunker sides also cut out & renewed.

The remainder of the vessel, including masts, spars and

PRESENT CONDITION OF THE		Plank (Bottom) & Counter	Ceiling (where expd.)	Boats
Decks	Good	Good	Good	Good
Waterways	Good	Good	Good	Good
Comings	Good	Good	Good	Good
Up'r Dk. Beams & Fastenings	Good	Good	Good	Good
Low'r Dk. Beams & Fastenings	Good	Good	Good	Good
Plank sheers	Good	Good	Good	Good
Heerstrakes	Good	Good	Good	Good
Top-sides	Good	Good	Good	Good
Wales	Good	Good	Good	Good
Fore Room Skylights	Good	Good	Good	Good
Coal Bunker, Openings, Lids, &c.	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good
Cargo & Main Hatchways	Good	Good	Good	Good
Hatches	Good	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now, as far as can be seen, in good and efficient condition and I would respectfully submit that she is eligible to remain as classed without fresh record of Survey and with the notation "S.S. No. 3" deferred until the completion of the Special Survey.

Entry Fee (if chargeable) per Scale I, Sec. 27...	£		
Office Fee (if chargeable) per Scale II, Sec. 27...	£		
Survey Fee (per Section 28)	£		
Special on Damage Fee (if any) (per Sec. 28)...	£		
*Certificate (if required) to be sent as per margin	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRIDAY 2 MAY 1890 Character assigned Deferred for 2/5/90 Robert Edmund Taylor & Son, Commercial Printers, 19, Old Street, Goswell Road, London.



outfit was also examined as far as practicable and was found, generally, in sound condition. The Owners, however, state that it would be very inconvenient to further proceed with the Special Survey at the present time and, in view of the fact that the vessel appears, as far as can be seen, in sound and efficient condition, the Undersigned would respectfully submit that, subject to the Committee's approval, the completion of the Special Survey (2^d) No. 3 might be postponed as requested by Owners.

Complete the No. 3 Survey:

Vessel to be again placed in Dry Dock for drilling as per Rules. Water Ballast Tanks to be opened out for internal examination and Tanks to be tested - Decks, Masts, Spars and Rigging to be further examined - Cables to be ranged and the whole of the vessel inside except Bunkers to be opened out as required by Rules.

Henri Wilkinson 25.4.90

B. Letter to Owners April 26th. 90