

REPORT of SURVEY for REPAIRS, &c.

No. *609* Date of Writing Report *14th April 1891* Port of *London* Received in London Office, *THURS. 16 APR 1891*
 No. in Reg. Book. *Survey held at London* Date, First Survey *13th July* Last Survey *3rd April 1891*
 (No. of Visits *21*) Master *A. Heys*

TONNAGE:— NET *593* GROSS *948* UNDER DECK *255*
 Built at *Newcastle* By whom *Palmer's Co.* When *1865* 3 MONTH.
 Owners *J. Fenwick & Son* Port belonging to *London*
 Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Linckilin* Destined Voyage *Mediterranean*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.:* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *5855* Port *L.S. No. 3 Lm. 2.81.87* *London* *MS. 7.89* *7.89*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship) in Summer *ft.:* ins. in Winter *ft.:* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of L.S. No. 3.*

This Vessel has been examined in the *Linckilin* dry dock, and afloat in the *Victoria Dock* in order to complete the *L.S. No. 3* in accordance with the *London Report 50557, 11/4/90.*

The bottom of the Vessel has been cleaned and the sides sealed. The shell plating has been drilled, and the thicknesses are recorded in the sketches embodied in this report. The following plates have been renewed, viz:—

Two in D strake and one in C strake on the Starboard side at the after end of No. 2 hold. One in the forecastle side strake on the port side. Two in the first strake below the sheer strake, two in the second strake, and one in the third strake on the Starboard side aft; and one in the poop side strake, two in the first strake below the sheer strake, two in the second strake and two in the third strake on the port side aft. Three plates in C. strake on the Starboard side at the after end of No. 2 hold were found to be very much indented, and they have been removed, made fair and replaced. The forecastle side plating has been doubled inside under the side lights on each side of the

PRESENT CONDITION OF THE							
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>where seen good</i>	Boats	<i>3</i>
Waterways	<i>good</i>	Treenails or Rivets	<i>where seen good</i>	Rudder	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Windlass & Capstan	<i>good</i>	Condition, how ascertained	<i>examined</i>
Up'r Dk. Beams & Fastenings	<i>where seen good</i>	Transoms, Pointers, & Crutches	<i>good</i>	Pumps	<i>good</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Frame at the opening	<i>where seen good</i>	Cement (if Iron Ship)	<i>good</i>	Anchors	<i>No. of 3B, 1S. 2K</i>
Planksheers	<i>good</i>	Ditto ditto at other places	<i>good</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>good</i>	Cables	<i>Ranget 24 of the good</i>
Sheerstrakes	<i>good</i>	Keelsons	<i>good</i>	Copper, or Y.M. (State if on Felt.)	<i>good</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>good</i>	Clamps & Shelves	<i>good</i>	When put on	<i>good</i>	Standing & Running Rigging	<i>good</i>
Wales	<i>good</i>						
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c. <i>Bunker empty</i>	<i>good</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>
						Hatches	<i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

The Vessel, where now examined, is in good and efficient condition, and eligible in our opinion to remain as classed, and to have notation of *L.S. No. 3.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) ...	£	7	0	0
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	TUES. 21	APR 1891		
Character assigned	<i>80A1</i>	<i>as No 3-4.91</i>	<i>orig 91</i>	

Fees applied for, *20/4/1891*
 Received by me, *21/4 1891*
Chas. H. Jordan
Davidson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Vessel, and also in way of the hawse pipes on the outside. The bottoms and sides of the vessel have been painted. The sudden has been reshipped and the gudgeons rebushed.

The double bottom tanks have been cleaned out and examined, the asphalt in the bottom was found to be in a defective state in places and has been replaced in such parts with Portland Cement. The interior surfaces of the tanks, floors &c. have been sealed and coated with cement wash. All the ceiling has been removed from the holds, the tops of the tanks sealed and repaired in places where required, and the tanks tested under pressure, the tops recoated and the ceiling relaid and renewed where required.

The sides of the holds have been sealed and painted. The hull was found to be deficient of ceiling battens in the holds and it was recommended that they should be fitted, but the owners requested the Committee to relieve them from this obligation and their request has been granted, see letters attached. The bilges along the sides, and also in the wells at the ends of the tanks have been cleaned out and examined and the floors &c. sealed and coated with cement wash. The bilges under the engines, boiler and stokehole have been cleaned out and examined, the floors and framing sealed and repaired where found wasted, the cement in bottom made good where required, and the floors &c. coated with cement wash. The lower part of the bulkhead at the fore end of the stokehole has been renewed.

All the side lining in the after cabins and forecabin has been removed, and the plating &c. sealed and painted. All the wood bow chocks in way of the hawse pipes on each side of the forecabin have been removed and the plating there sealed and painted.

The fore and after peaks have been cleared and examined and the plating &c. sealed and coated.

The decks have been examined, the forecabin deck renewed with $3\frac{1}{2}$ " yellow pine, and for a width of 6ft along the middle line with $4\frac{1}{2}$ " pitch pine, and the waterways renewed with English oak; and the raised quarter deck renewed with $3\frac{1}{2}$ " yellow pine, all the waterways renewed - those along the sides with pitch pine, and those round the stern with English oak. The wood stanchions and rails round the raised quarter deck renewed, and the main deck waterways under the forecabin also renewed on each side.

The raised quarter deck stringer plates have been renewed on each side over the bunkers for a distance of about 20ft. The short beams over the bunkers, and the carlings &c. to the boiler hatchway have been repaired where found wasted.

The large gangways in the bulwarks on the main deck have now

Port of Lund

51775. Lon.
Continuation of Report No.

dated 3rd April 1891 on the

Iron Screw Steamer "MIRANDA"

been plated up.

The masts, spars and rigging have been examined, the main mast renewed, the rigging renewed, and various fittings about the masts and spars repaired and made good where required.

The chain cables have been ranged and examined, and 45 fms. found to be worn below the limit have now been replaced by new with Certificate of Test, of which the following are particulars, viz:-

No. of Cert. 11828. Dated 7th March 1891. 45 fms. 3 fms. of 1 7/16" stud link
Chain Cable. ^{av. gm. lb.} 47.1.6 Test 55 7/8 tons & 37 1/8 tons. Mark A LPH-T. 4.5.90
B&T H. P. Parker Esq. (Spl) Ernest R. Seitt, Supt.

The quantity of chain cable now on board = 240 fathoms.

Chas H. Jordan
W. W. Widdows



© 2019

Lloyd's Register
Foundation

LON 692-0390 (212)

51775. Jan.

Sketch showing drillings

Thicknesses of plating on shields as recorded
in List entry Report shown in Black.
Drillings on Starboard side shown in Blue
J. - Port - do - - - Red.

[illegible]