

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

(Received at London Office, _____)

51775

No. _____ Date of Writing Report 18. 4. 91 18 _____ Port of _____
 No. in Reg. Book. Survey held at London Date, first Survey Feb. 16 Last Survey March 24th 1891
609 on the Machinery of the S.S. "Miranda" Master _____ No. of Visits 6
 Tonnage Gross 948 Net 853 Vessel built at Newcastle By whom Palmer & Co When 1865-3
 Registered Horse Power 140 Engines made at _____ When 1871 Boilers, when made (Main) 1871 (Donkey)
 No. of Main Boilers 2 Owners J. Fenwick & Son Port London Voyage _____
 Steam Pressure in Main Boilers 75 lbs. No. Surveyed Afloat & in Dry Dock at Linnkilus Class of Vessel & Machinery T80A1
 in Donkey Boiler 75 lbs. (State name of Dock.) at Linnsholm. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) M.S. 7.89. B.S. 4.90
 Last Survey No. 5033 Port London SS. No 2 Lon - 87.

Particulars of Examination and Repairs (if any) S.S. No 3.
 (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?
 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?

Exd. cyldrs: slides, air, circulatg: feed & bilge pumps & valves & pumping arrangements: all found in good condition. - Exhaust, & thrust shaft in good condition. Main boilers exd: internally: & externally: & found in good condition. Safety valves in good condtn: & loaded with a weighted lever to 75 lbs. Which boiler exd: found in good condtn: Safety valves in good condition, and adjusted under steam to blow at 75 lbs per sq. in. A new tail shaft has been fitted & the stern tube bush re-wooded in a satisfactory manner.

General Observations, Opinion, and Recommendation:— *The machinery being*
 (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.)

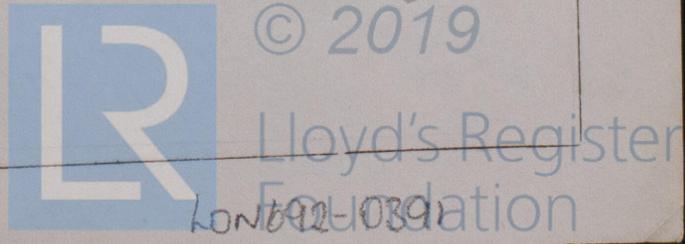
now in good & safe working condtn: renders the vessel eligible in our opinion to have the notification B & M.S. recorded, subject to the usual annual B.S. as per rule.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>20/4 18</u> Received by me, <u>21/4 18 91</u>
Survey Fee (per Section 23).....	£ 4 : - -	
Special Damage Fee (per Section 23).....	£ : :	
Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

H.P. Cornish
Geo. E. Wilkinson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 21 APR 1891**

Assigned B + M S 3, 91



W.S.S. Form No. 9—Revised for 1891—G.C.C., 25/10/90
 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.

It is submitted that this record
is eligible for the record

B y M S. 3. 91

20. 4. 91

CWS

