

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

(Received at London Office,)

No. 5033 Date of Writing Report 18. 4. 91 18 91 Port of London
 No. in Reg. Book. 609 Survey held at London Date, first Survey Feb. 16 Last Survey March 24th 1891
 on the Machinery of the S. S. "Miranda" Master 6 No. of Visits 6
 Tonnage Gross 948 Net 853 Vessel built at Huistie 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. N^o Surveyed Afloat & in Dry Dock at Huishome Class of Vessel & Machinery 180 A1
 in Donkey Boiler 75 lbs. (State name of Dock.) at Huishome (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. cyls: slides, air, circulating: 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. \square
 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 91</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



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Lloyd's Register
 Foundation

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

It is submitted that this vessel
is eligible for the record

B & M S. 3. 91

20. 4. 91

C. W. S.

