

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

5121

No. 336 Date of Writing Report Oct 14th 1890 Port of London (Received at London Office. **WEB 15 OCT 1890**)

No. in Reg. Book 336 Survey held at London Date, first Survey Oct 13th Last Survey Oct 13th 1890

on the Machinery of the s/s. "Michigan" Master W.H. Williams No. of Visits 1

Tonnage { Gross 3722 Net 2383 Vessel built at Belfast By whom Harland & Wolff When 1890 YEAR. MONTH. 6

Registered Horse Power 375 Engines made at do. When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 2 Owners Bernard S.S. Co. Port London Voyage -

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock afloat at Silbury Class of Vessel & Machinery +100A. 6-90
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) +R.M.C. 6-90

in Donkey Boiler ✓ Last Survey No. 358 Port Baltimore

Particulars of Examination and Repairs (if any)

(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?

Examined the High pressure cylinder which was damaged whilst on a voyage from London to Baltimore -

At Baltimore the cylinder was temporarily repaired and, it is stated, has been working well, ~~from~~ the end of September last until the present time.

The repairs have been effected in an efficient and workmanlike manner and in my opinion the machinery is in safe-working condition.

The owners have ordered a new cylinder which will be ready to be placed on board at the end of next voyage, which voyage will last from six to seven weeks.

General Observations, Opinion, and Recommendation:—

(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 R.L.M.C. 1/89, as the case may be.)

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed subject to a new High pressure cylinder being fitted at the end of the present contemplated voyage.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for 18 received by me, 18
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

H.P. Cornick
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI 31 OCT 1890

FRI 10 OCT 1890

Assigned



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LON691-0105

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

T. & S. Form No. 2—Transfer Ink—0000, 9/12/89. * Certificate to be sent to Committee's Minute. (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 vessel is eligible to remain as classed subject to the H.P.C., under being renewed, when the vessel returns from this voyage say within the next 2 months.

H.A.

17-10-90



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