52213

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

TUES. 11 AUG 1891

(Received at London Office .....)

No. ..... Date of Writing Report Aug 10th 1891 Port of London

No. in Reg. Book 558 Survey held at London Date, first Survey ..... Last Survey Aug 5th 1891

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.) 6 (MONTH.)

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

No. of Main Boilers 2 Owners Williams Torrey & Field Port London Voyage .....

Steam Pressure— in Main Boilers 180 lbs. ~~If~~ Surveyed ~~Afloat or~~ in Dry Dock Tilbury (State name of Dock.) Class of Vessel & Machinery + 100 A1. 2-91 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + LMC 6-90

in Donkey Boiler "

Last Survey No. 51612 Port Lon

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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined propeller, stern bush, sea-cock fastenings and found all in good condition –

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 ✠L.M.C. 1.89, as the case may be.)

So far as seen the machinery is in good condition & the vessel is in my opinion eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for ..... 18 .....
Survey Fee (per Section 28)	£ 1 : 1 : 1	
Special Damage Fee (per Section 28)	£ : :	Received by me, ... 18 .....
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required .....

Committee's Minute FRI 14 AUG 1891

Assigned As now

H. P. Cornish

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

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.) *Certificate to be sent to ..... Ship. If no Fee, and why, is not sent.

16—L. R. F. H.—Form No. 8.—Transfer Ink—5,000, 23-2-91.

Lon 693-0475

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible to remain as classed

R. A.

13. 8-91