

52213

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

TUES. 11 AUG 1891

No. \_\_\_\_\_ Date of Writing Report Aug 10<sup>th</sup> 1891 Port of London (Received at London Office \_\_\_\_\_)

Survey held at London Date, first Survey \_\_\_\_\_ Last Survey Aug 5<sup>th</sup> 1891

Reg. Book. 558 on the Machinery of the s/s "Michigaw" Master W.H. Williams No. of Visits 1

Tonnage Gross 3723 Net 2383 Vessel built at Belfast By whom Harland & Wolff When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power 375 Engines made at \_\_\_\_\_ Owners Williams Torrey Field Port London Voyage \_\_\_\_\_

No. of Main Boilers 2 Steam Pressure in Main Boilers 180<sup>th</sup>  Surveyed ~~in~~ in Dry Dock Dilbury Class of Vessel & Machinery + 100 A. 2-90

in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + 100 L. 6-90

Last Survey No. 51612 Port London

## 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 these 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:— *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.*

(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. 189, B.E.M.S. 189, or L.M.C. 189, as the case may be.)

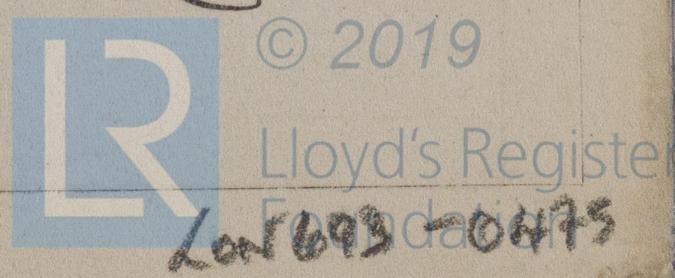
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	15
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

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

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FTI 14 AUG 1891

Assigned As now



16—L. B. P. H.—Form No. 1.—Transmit Ink—5,000, 23-2-91. (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

M. A.  
13. 2-91

*[Faint, illegible handwriting in columns across the page]*

