

52213

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

TUES. 11 AUG 1891

No. _____ Date of Writing Report *Aug 10th 1891* Port of *London*
Survey held at *London* Date, first Survey _____ Last Survey *Aug 5th 1891*
Reg. Book. *558* 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* 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 *180th* If Surveyed ~~in~~ in Dry Dock *Delbury* Class of Vessel & Machinery *+ 100 A. 1. 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. *37612* 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.

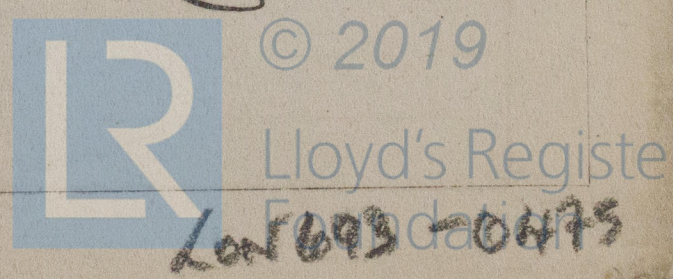
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

Committee's Minute *FTI 14 AUG 1891*

Assigned *As now*

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



16.—L. R. P. H. Form No. 1. Transmitted Ink—5,000, 23-2-91. *Certificate to be sent to the Registrar of Shipping, and will be sent to the Registrar of Shipping, and will be sent to the Registrar of Shipping.

It is submitted that this
vessel is eligible to
remain as *Classed*

M.A.
13. 2-91



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Foundation