

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18-1-94 When handed in at Local Office 18-1-94 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 13/1/94 Last Survey 16/1/1894

580 on the Wood, Iron or Steel Ss Michigan Master Layland

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1890-6

GROSS 3722 Owners Atlantic Transport Coy Port belonging to London

UNDER 3473 Owners' Address

NET 2388 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Tilbury Wh Destined Voyage Baltimore

WB= DBa tons; f tons; uE&B tons; Cell DB tons; FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 52507 Port Low

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.
+ 100A-1-4.93
Machinery and Boiler Surveys (including date of N.B., if any).
+ Enc 6/90

Society's Freeboard (if assigned) as painted on Ship and now verified 5.9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition

This steamer was seen in the Tilbury dry dock the bottom examined cleaned & coated With regard to the indented plates on the port bow referred to in my report of June last, the owners desire not to deal with these plates, as they are but slightly damaged by indentation & scarcely noticeable. The repairs effected are perfectly efficient, and it is submitted that as the owners desire to allow these plates to remain in their present condition, their request might be favourably entertained G. S. O.

SUMMARY OF DAMAGE REPAIRS:— Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks Good	Transoms, Pointers, & Crutches Good	Copper, or P.M. (State if on Bell) When put on, Month Year	Hatches Good
Waterways	Timbers of Frame at the openings	Rudder Good	Boats
Coamings	Keelsons ditto at other places	Windlass & Capstan	Masts, Yards, &c. Good
Up'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Pumps	Condition, how ascertained
Low'r Dk. Beams & Fastenings	Selling (State if examined.)	Engine Room Skylights	Sails. Good
Plating	Ceiling	Coal Bunker, Open'gs, Lids, &c.	Equipment letter 2
Roofing	Cement or Asphalt (State if tested.)	Scuppers	Anchors, No. of 2 B. 18. 2 B.
Reconals or Rivets	Tanks (State if not tested.)	Cargo & Main H'tch'w'ys	Cables (State if now ranged) no
Breasthooks & Stemson	Caulking of Bot'm, D'k & Wat'rw'ys		" length, size, &c. stated complete
			Hawsers & Warps. Good
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition eligible in my opinion to remain as classed with a fresh record of Survey Low 1/94

Office Fee (if chargeable) per Scale II., Sec. 27 2

Survey Fee (per Section 28) 2

Special Damage or Repair Fee (if any) (per Sec. 28.) 2

Travelling Expenses (if chargeable) 2

Second Surveyor's Fee (if any) 2

*Is Certificate now required?

Committee's Minute

Character assigned 100A

Edward John Tierney

Surveyor to Lloyd's Register of British & Foreign Shipping.



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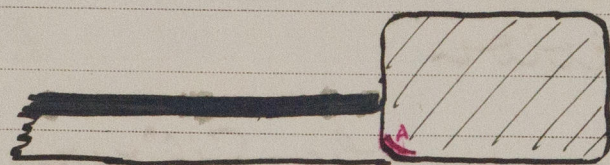
Form No. 2 for Repairs, &c.—I.R.P.H.—10/000.—3/2/93.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

William Jory Clerk

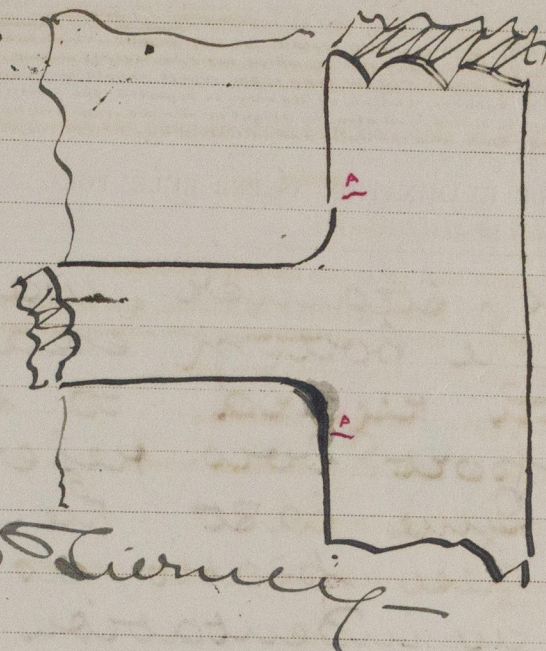
55089 Jon

On the Starboard side of the Cast Steel Rudder frame, ~~two~~ slight flaws were carefully inspected at lower part of Rudder, they appear to be original defects in the casting, they are slight in character on edge of casting, & have not altered in any way. The rudder is in my opinion quite efficient.

Section Flaw



A position of defect



Caused from turning

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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