

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

Date of writing Report 11th Feby. 1895 When handed in at Local Office 18 Port of London
 No. in Reg. Book 618 Survey held at London Tilbury Date, First Survey Jan 29 Last Survey 8th Feby. 1895
 on the Machinery of the Wood, Iron or Steel S. S. "Michigan" Master J. Findlay
 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 Dr. Owners Atlantic Transport Co. Ltd. London Voyage West India & Gilbey
 No. of Main Boilers Two No. of Donkey Boilers One Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock West India & Gilbey
 in Donkey Boilers 90 (State name of Dock.) dry dock

Last Survey No. 55950 Port Lon.Particulars of Examination and Repairs (if any) Complete S.S. 94

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Previously exd.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 the parts of each Boiler? ✓Did the Surveyor examine the Safety Valves of the Main Boiler? NoAt what pressure were they afterwards adjusted under steam? Now adjusted to 182 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? NoTo what pressure were they afterwards adjusted? Not adjusted.If the Survey is not complete state what arrangements have been made for its completion? Complete.

Vessel placed in dry dock - propeller shaft drawn inboard & examined.
 Propeller, stern bush & sea-connection fastenings examined & found in order.
 Main boiler safety valves adjusted under steam to 182 lbs.
 Two of the propeller blades were found to be severely pitted at the tips & these have now been renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and the vessel is eligible, in my opinion, to remain as classed with record of L.M.C. 5.94, entered in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 5 : 10 :
 Special Damage Fee (per Section 28) £ 4 : 19 : 0
 Travelling Expenses (if chargeable) £

Fees applied for

22.4.1895

Received by me,

4.5.1895

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

State if Certificate is required

Committee's Minute TUES 23 APR 1895FRI 12 JUL 1895Assigned + L.M.C. 5.94

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LON 705-00814

On each of beam pumps
two new propeller blades were fitted

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 for
THE RECORD + L.M.C. 5 94

NA
22-4-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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S. S. "Michigan"

a bracket knee fitted to same.

The after panting beam cut out failed and refitted and the panting stringer plate failed in place.

One middle deck stringer plate renewed and one cut out failed and refitted. Eight angle bars renewed and one length of continuous angle bar renewed.

Two angle bars to lower deck stringer cut out failed and refitted and the stringer plate in way of same failed in place.

One partial bulkhead in the upper tween decks renewed, one length of shade deck waterway renewed, the shade deck recaulked from the stern to fore part of No. 2 hatch.

The ceiling on top of No. 1 water ballast tank removed, the tank top cleaned, the tank tested by water-pressure, tank top recoated with tar and cement & ceiling relaid.

The steel work in fore hold and tween decks cleaned and painted.

The chain cables ranged.

Repairs now done in consequence of cargo in No. 2 hold taking fire when in Tilbury dry dock.

The steelwork in No. 2 hold ^{& tween decks} painted and the holes cut in the watertight bulkhead between No. 1 & 2 holds, in order to extinguish the fire, made good with doubting plates.

The following part of Special Survey No. 1 has been done at this time:

Vessel placed in dry dock the bottom examined cleaned and painted.

Two arms of the cast steel rudder frame showed flaws or partial fractures in the fillets on the Starboard side. A wrought iron slab 6" x 2½" and 12' 6" long has now been fitted to rudder frame on Starboard side extending above and below the flaws and with palms extending over part of the arms of the rudder frame.

All ceiling removed from top of No. 1 water ballast tank, the tank tested by water pressure, tank top coated with tar & cement & ceiling relaid.

P.T.O.

Port of *London*

Continuation of Report No. *546* dated **MON 22 APL 1895** on the

S. S. "Michigan"

*To complete the S. S. No. 1 the following remain to be done.
Bunkers + Engine + Boiler Spaces to be examined.
The tanks of the double bottom to be examined inside.
Sluices, W.T. doors, pumps & masts and spars to be
examined.*

*E. B. Humphress
Agent*