

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

(Received at London Office TUES, MAR 17 1896)

Date of writing Report 16 May 1896 When handed in at Local Office 16 March 1896 Port of London  
 No. in Reg. Book 66 Survey held at London Date First Survey 12 June 1894 Last Survey 17 June 1894  
 on the Machinery of the Wood, Iron or Steel S. Michigan Master Finley  
 Tonnage { Gross 3777 Vessel built at Belfast By whom Harland & Wolff When 1890 6  
 Net 2383 Engines made at \_\_\_\_\_ When 90 Boilers, when made (Main) 90 (Donkey) 90  
 Registered Horse Power 370 Owners Atlantic Transport Co. Ltd Port London Voyage Baltimore  
 No. of Main Boilers \_\_\_\_\_  
 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Under Steam in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 90 (State name of Dock.) York

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any)  
 (Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed before re-examined.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>10071. 7. 95</u>		<u>10071. 5. 94</u>
<u>S. Lu. 10. 95</u>		

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?  
 Has the propeller shaft been drawn and examined at this time? no.  
 If the Survey is not complete state what arrangements have been made for its completion? Survey complete.

*Boilers not under survey.*

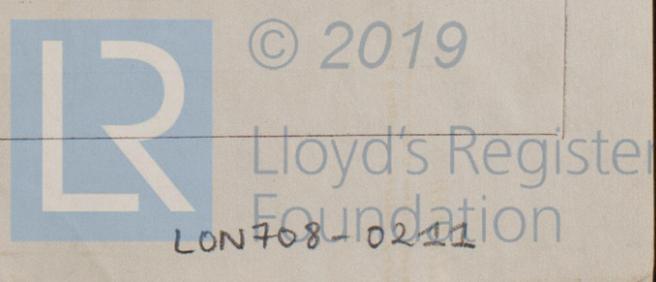
*No. 66. Outside fittings of sea connections Propeller and Stern-bush were examined and found satisfactory. New Blades unfitted to Propeller.*

General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4, 94, E.&M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)  
*The machinery of this vessel is in satisfactory condition and in my opinion eligible to remain as classed without fresh record.*

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				10
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				
				Received by me, 18

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

State if Certificate is required \_\_\_\_\_  
 Committee's Minute FRI, MAR 20 1896  
 Assigned [Signature]



State if a survey of the vessel was made.  
 The Surveyor is requested not to write in or below the space for Committee's Minute.  
 Insert Character of Ship and Machinery precisely as in the Register Book.

Propeller blades renewed (Cause not stated).

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

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 shew through to the other side.

Pms.  
18.3.26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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