

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

THUR, 27 MAY 1897

(Received at London Office)

Date of writing Report *May 26 1897* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *652* Survey held at *London* Date, First Survey *May 25* Last Survey *May 26 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Michigan"* Master *Indlay*
 Tonnage { Gross *3722* Net *2383* Vessel built at *Belfast* By whom *Harland & Wolff, Lim.* When *1890* 6
 Registered Horse Power *390* Engines made at *Do.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 No. of Main Boilers *2* Owners *National S.S. Co. Lim.* Port *London* Voyage *New York*
 No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *S.A. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *180 lbs* in Donkey Boilers *90 lbs*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *Docking*

(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.)

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?

If the Survey is not complete state what arrangements have been made for its completion?

Examined screw shaft, propeller, stem bush and fastenings, all in good condition. Shaft down 1/8" bare.

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.*

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

State if Certificate is required

Committee's Minute *FRI, 28 MAY 1897*Assigned *As now*

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



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LON 712 - 0446

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

LS
27/5/07

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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