

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

(Received at London Office)

WED. 25 AUG 1897

Date of writing Report Aug 24 1897 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 853 Survey held at London Date, First Survey Aug 5 Last Survey Aug 15 1897  
 on the Machinery of the Wood Iron or Steel S.S. Michigan Master Mr. May  
 Tonnage Gross 3722 Net 2353 Vessel built at Belfast By whom Harland & Wolff When 1890 Boilers, when made (Main) 1890 (Donkey) 1890  
 Registered Horse Power 390 Engines made at London Owners National S.S. & Land Co. Ltd. Port London Voyage New York  
 No. of Main Boilers 2 If Surveyed Afloat on Dry Dock (State name of Dock.)  
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs. in Donkey Boilers 90 lbs.

Last Survey No. 58850 Port London

Particulars of Examination and Repairs (if any) B.S. (part)  
 (Periodical Surveys, when held, must be reported in detail and serially 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 spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

I have completed a vessel's return. To complete the same. The Donkey Boiler & its safety valves & the examined & the latter to be adjusted under steam.  
Examined Main Boilers internally & externally & safety valves, found same all in good condition, adjusted Main safety valves under steam as stated above.

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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel will be eligible for the record B.S. 8-97 when the survey has been completed.

Office or Registration Fee (per Sec. 27)..... £

Survey Fee (per Section 28)..... £

Special Damage Fee (per Section 28)..... £

Travelling Expenses (if chargeable)..... £

Fees applied for

25/8 18 97

Received by me,

2/10/97

\*State if Certificate is required

Committee's Minute FRI 27 AUG 1897

TUES, 21 SEP 1897

Assigned Deferred forcomple. of B.S.

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



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LON713-0232



B. I. due 6. 97 to be completed on vessels return.

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 WILL BE eligible for the record.

B. I. 8. 97 when the Donkey Boiler & its safety valves have been examined & the latter adjusted under steam

LH  
25/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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