

Report of Survey for Repairs, &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 653 Survey held at London Date, First Survey Aug 5 Last Survey Aug 11 1897
 on the Machinery of the Wood Iron or Steel S.S. Michigan Master Fr. J. May
 Tonnage Gross 3722 Net 2353 Vessel built at Belfast By whom Harland & Wolff When 1890 YEAR. MONTH. 6
 Registered Horse Power 390 Engines made at London When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 2 Owners National S.S. & Linn. Co. Ltd. Port London Voyage New York
 No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock S.A. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 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? Yes
 Do. " Donkey " " " No
 If this was not done, state for what reasons? Donkey Boiler in use.
 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? Yes At what pressure were they afterwards adjusted under steam? 180 lbs.
 Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? not adjusted.
 Has the propeller shaft been drawn and examined at this time? No 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.

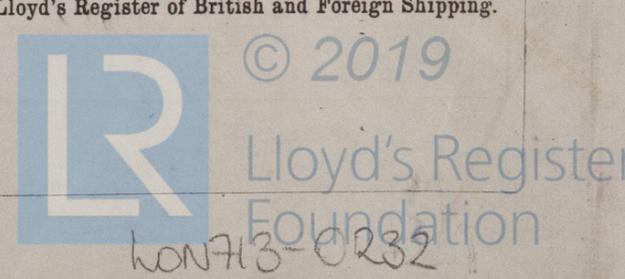
General Observations, Opinion, and Recommendation:— This vessel's Boilers are now as far as seen in good condition & in my opinion the vessel will be eligible for the record B.S. 8-97 when the survey has been completed.

Office or Registration Fee (per Sec. 27) £
 Survey Fee (per Section 28) £ 2:00
 Special Damage Fee (per Section 28) £ 4:00
 Travelling Expenses (if chargeable) £ 1:16:0
 Fees applied for 25/8 18 97
 Received by me, R. M. Salmon
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 27 AUG 1897
 Assigned Deferred for completion of B.S.
 TUES, 21 SEP 1897
 LLOYD'S REGISTER FOUNDATION

If so, is the Report sent now, or when will it be sent?
 3088-27/1/97-5,000-Transfer Int.
 The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.



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 Drunken Boiler & its safety valves have been examined & the latter adjusted under steam

HL
25/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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