

52,214

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

(Received at London Office) FEB 28 AUG 1891

No. _____ Date of Writing Report 26. 8. 91 is Port of _____

No. in Reg. Book 641 Survey held at London Date, first Survey 7 Last Survey July 28 1891

on the Machinery of the S. S. Mississippi Master _____ No. of Visits 1

Tonnage { Gross 3732 Vessel built at Belfast By whom Harland & Wolff When 1890-10
 Net 2388 Engines made at do When 1890 Boilers, when made (Main, 1890 (Donkey))

Registered Horse Power 375 Owners A. S. Williams Port London Voyage _____

No. of Main Boilers _____
 Steam Pressure in Main Boilers 180 lbs & Surveyed float on in Dry Dock _____ Class of Vessel & Machinery 100 A14
 in Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 10.90

Last Survey No. 367 Port Phil

Particulars of Examination and Repairs (if any)

(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 should be separated from Repairs due to other causes. 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?

Examd. centrifugal Pump, the flanges at sides of centre box were found to be worn slack, thereby passing water between the cover, by repairing the engine's running faster, the efficiency of the Main Engines is not affected.

The owners propose to fit a new turbine on vessel's return from present voy. say in books:

Vessel placed in dry dock sea country: etc. Found in good condn. The propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)

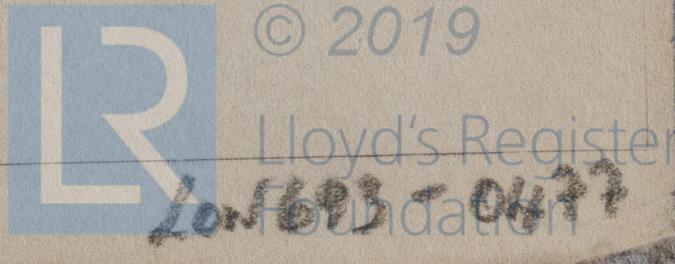
As far as seen this vessel appears eligible to remain as classed.

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

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

*State if Certificate is required _____
 Committee's Minute _____
 Assigned As was

UES. 1 SEP 1891



State if a Report is also now sent on the D. or if not checked, and why.

*Certificate to be sent to the Registrar of Shipping, and why.

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

It is submitted that this
vessel is eligible to
remain as
Classed
W.A.
31-8-91

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