52,214.

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

(Received at London Office FRI 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 — Last Survey July 28 1891

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

Tonnage { Gross 3732 / Net 2388 } — Vessel built at Belfast — By whom Harland & Wolff — When 1890-10 (YEAR. MONTH.)

Registered Horse Power 375 — Engines made at do — When 1890 — Boilers, when made (Main) 1890 (Donkey)

No. of Main Boilers ..... — Owners A. S. Williams — Port London — Voyage .....

Steam Pressure— in Main Boilers 180 lbs — in Donkey Boiler ..... — Surveyed ~~Afloat or~~ in Dry Dock (State name of Dock.) — Class of Vessel & Machinery—✓100 A1 4, f. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) ✓LMC. 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? .....

Exand: Centrifugal Pump, the flanges at sides of centre boss were found to be worn slack, thereby passing water between the cover, by keeping the engines 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 6 wks:

Vessel placed in dry dock sea commns: exd: & found in good condtn: 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	
Survey Fee (per Section 28)	£ ✓ : ✓ :	18	
Special Damage Fee (per Section 28)	£ : :	Received by me,	
Travelling Expenses (if chargeable)	£ : :	18	

*State if Certificate is required .....

Geo: E. Wilkinson.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 1 SEP 1891

Committee's Minute .....

Assigned As now

State if a Report is also now sent on the 2d. or if not whether, and when, one will be sent.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

*Certificate to be sent to

18—L. R. F. H.—Form No. 9.—Transfer Ink—5,000, 23-2-91.

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

I delay. Mark

Lon 693 - 0477

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.

It is submitted that this vessel is eligible to remain as classed

M. A.

31-8-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.