

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

Date of writing Report *17th Nov 94* When handed in at Local Office *18* Port of *London* (Received at London Office *19/11/94*)

No. in Book *113* Survey held at *London* Date, First Survey *12 Novr* Last Survey *15th Nov 1894* (No. of visits *2*)

on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Mississippi"* Master *Gates*

Displacement Gross *3432* Net *2388* Vessel built at *Belfast* By whom *Harland & Wolff* When *1890* YEAR. MONTH. *1890 10.*

Registered Horse Power *375* Engines made at *Do.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*

No. of Main Boilers *200* Owners *Atlantic Transport Co. Ltd* Port *London* Voyage *New York.*

No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *Royal Albert St.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *55914* Port *Lon.* Particulars of Examination and Repairs (if any) *Part S.S. No 1* *100 A.1.* *3-94.* *L.M.C. 10.90.*

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the fees 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? *No*

Do. " " Donkey " " " " *No*

Was this not done, state for what reasons? *Previously exd.*

What parts of the Boilers could not be thus thoroughly examined? *✓*

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? *No*

What pressure were they afterwards adjusted under steam? *182 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

What pressure were they afterwards adjusted? *Not adjusted*

If the Survey is not complete state what arrangements have been made for its completion? *To be partly completed on return five weeks hence*

Now done. All the Main shafting and crank pins examined & safety valves of Main boilers adjusted under steam. To meet the requirements of the American Passenger Certificate Act a new safety valve chest (valve $3\frac{1}{2}$ " diam) has now been fitted on each Main boiler

To complete S.S. No 1 - The cylinders, pistons, slide valves, condenser, pumps, thrust & tunnel shafting require to be examined. The vessel to be placed in dry dock & sea & belgs connections exd. & propeller shaft drawn, if necessary, for examⁿ. The safety valves of the Donkey boiler to be adjusted under steam.

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed with record of *L.M.C. 10.94* deferred until completion of above.

Registration Fee (per Sec. 27) £ *5:10:0* Fees applied for *20-11-1894* Received by me, *R. Elliott* 30/11/94
Damage Fee (per Section 28) £ *5:10:0* Engineering Expenses (if chargeable) £

Committee's Minute *FRIDAY 23 NOV 1894* TUES, 6 JAN 1895

Signed *Deferred for compln. of no. 1* LON 903 -0895

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

