

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31st Dec 1894 When handed in at Local Office 18 Port of London
 No. in Survey held at London Date, First Survey 18th Dec Last Survey 27th Dec 1894
 Reg. Book. 713 on the Wood, Iron or Steel S.S. Mississippi Master Harland & Wolff

TONNAGE:- Built at Belfast By whom Harland & Wolff When 1890
 GROSS 3732 Owners Williams, Torrey & Field (Lim.) Port belonging to London
 UNDER DK. 3473 Owners' Address (if not already recorded in Appendix to Register Book.)
 NET 2359

Surveyed Afloat or in Dry Dock at Name of Dock Royal Albert Destined Voyage New York
 WB=DBa tons; f tons; u&B tons; Cell DB tons; }
 FPT tons; APT tons; MT tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>*100A1</u>	<u>3.94</u>	<u>*2.M.C.10.90</u>

Last Survey, No. 55994 Port Lon
 (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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 1, and Damage through Grounding.

Hull and bottom examined in dry dock, the timbers & ceiling equal to the requirements of the rules removed, H. B. Tanks, peats, & bunters cleaned out, cement examined and found to be adhering satisfactorily to the plating, ceiling removed from top of tanks, and the H. B. tanks tested by water pressure, ceiling refitted; The surface of the plating, frames, stringers &c in holds, peats & bunters cleaned and recoated, masts & rigging overhauled, pumps, pipes, and valves examined, and the bottom cleaned and recoated. Now done on account of damage; two plates of garboard on each side just abaft the collision bulkhead faired in place, one shell plate on each side in B & C. STAKES, and one plate in over

SUMMARY OF DAMAGE REPAIRS: 9 Plates, Faired or Repaired; 9 Frames, ditto. 9 Plates, Renewed; 9 Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		TRANSOMS, POINTERS, & CRUTCHES		COPPER, OR F.M.		HATCHES	
Decks	<u>Good</u>	Timbers of Frame at the openings	<u>Good</u>	(State if on both)	<u>Good</u>	Hatches	<u>Good</u>
Waterways	<u>9</u>	Ditto ditto at other places	<u>9</u>	When put on, Month	<u>Year</u>	Boats	<u>9</u>
Coamings	<u>9</u>	Keelsons	<u>9</u>	Rudder	<u>Good</u>	Masts, Yards, &c.	<u>9</u>
Up'r Dk. Beams & Fastenings	<u>9</u>	Clamps, Shelves & Stringers	<u>9</u>	Windlass & Capstan	<u>9</u>	Condition, how ascertained	<u>Exam & Good</u>
Low'r Dk. Beams & Fastenings	<u>9</u>	Salting (State if examined.)	<u>9</u>	Pumps	<u>9</u>	Sails	<u>Good</u>
Plating	<u>9</u>	Cement or Asphalt (State which.)	<u>9</u>	Engine Room Skylights	<u>9</u>	Equipment letter	<u>2</u>
Mastings	<u>9</u>	Tanks (State if now tested.)	<u>9</u>	Coal Bunker, Open'gs, Lids, &c.	<u>9</u>	Anchors, No. of	<u>4 B. 1 B. 2 K</u>
Recesses or Rivets	<u>9</u>	Caulking of Bot'm, D'k, & Wat'r'ys	<u>9</u>	Scuppers	<u>9</u>	Cables (State if now ranged)	<u>90</u>
Breasthooks & Stemson	<u>9</u>			Cargo & Main H'oh'ys	<u>9</u>	„ length	<u>✓</u> size <u>—</u>
						„ Rule length	<u>—</u> size <u>—</u>
						Hawsers & Warps	<u>Good</u>
						Standing & Running Rigging	<u>9</u>

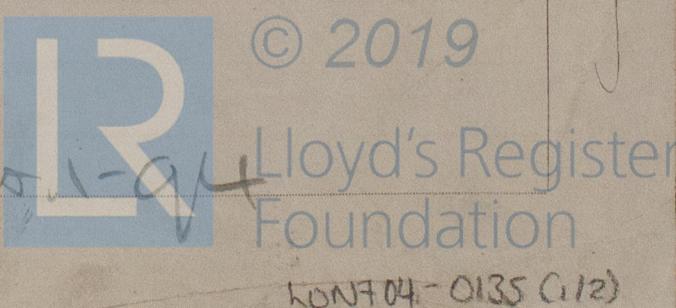
General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—“.....to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of survey, 9,91,” or “to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c.”
This vessel is now in good and efficient condition, and eligible to remain as Classed, and may be marked S. S. Lon. No. 1. 94. with record 12. 94.

Office Fee (if chargeable) per Scale II, Sec. 27	Survey Fee (per Section 28)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Is Certificate now required?
£	£ <u>6 0 0</u>	£ <u>4 4 0</u>	£	£	<u>Yes of any kind</u>

Fees applied for, 11/11 1895
 Received by me, J. M. Overly
26/11 1895
 1901
 26
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned 100A1
+ 2 M.C. 10, 94
24/94



Form No. 2 for Repairs—201—850—S.D.1/04.—Transfer (A.K.)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 * Certificate, if required, to be sent to...
 If used, state whether, and when, one will be sent...
 He & Report also sent...

S. S. "Mississippi"

D Strake on the port side, removed, faired & riveted, and the riveting in the vicinity of these plates overhauled and made good, two floor plates on port side cut out and faired & replaced, and two floor plates on St^h side faired in place, five frames on each side in way of damaged plates faired in place, and the rivets in floors & frames overhauled and made good, a number of rivets in the top of No. 1 Tank, also tank side lugs cut out and renewed, and the cement made good, and the tank tested by water pressure. - The fore side of cast steel rudder frame found fractured, and this has now been compensated for by fitting a wrought iron clamp on each side of the rudder frame 8.3 long as shown in the sketch attached. -
Bottom cleaned and recoated. -

J. M. Overly.