Rpt. 9.

No. 59149.

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

(Received at London Office THUR. 2 SEP 1897

Date of writing Report Sept 1st 1897. When handed in at Local Office ..... 18 Port of London.

No. in Reg. Book. 781. Survey held at London. Date, First Survey Aug 31 Last Survey Sept. 1st 1897. (No. of Visits 2)

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

Tonnage { Gross 3732 Net 2388

Registered Horse Power 390

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180 lbs. in Donkey Boilers 90 lbs.

Vessel built at Belfast. By whom Harland & Wolff. When 1890. (YEAR. MONTH. 10)

Engines made at ..... When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Owners Atlantic Transport Co. Ltd Port London. Voyage New York.

If Surveyed ~~Afloat or~~ in Dry Dock R.A. Dry Dock. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A.1. 7.97.		✠ L.M.C. 10.94
SS. Lon No. 1.94.		B.S. 11.96

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) Docking.

(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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Survey not due

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? ✓

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? Completed.

Examined propeller, stern bush, & sea connections' fastenings; Propeller nut hardened up & new stopper fitted.

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or ✠L.M.C. 9,95, 140 lb., F.D., &c.)

as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

If Certificate is required .....

Committee's Minute .....

Signed .....

TUES. 7 SEP 1897

W. Salmon

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

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

*Certificate to be sent to .....

© 2019 Lloyd's Register Foundation

LON713-0295

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 is eligible to remain as CLASSED

J.G.S.

3.9.97

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

© 2019 Lloyd's Register Foundation