

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

MON. AUG 24 1896

(Received at London Office)

Date of writing Report 21<sup>st</sup> Aug. 96 When handed in at Local Office Tilbury is Port of London  
No. in Reg. Book 740 Survey held at Tilbury Date, First Survey 18<sup>th</sup> Aug Last Survey 19<sup>th</sup> Aug. 1896  
on the Machinery of the Wood, Iron or Steel Twin S. S. "Mohawk" Master Gates  
Tonnage { Gross 585 8 Net 364 0 Vessel built at Belfast By whom Harland & Wolff When 1892 Boilers, when made (Main) 1892 (Donkey) 1892  
Registered Horse Power 611 Engines made at Do. Owners Port London Voyage New York  
No. of Main Boilers 4 No. of Donkey Boilers 0  
Steam Pressure in Main Boilers 145 If Surveyed Afloat or in Dry Dock Tilbury dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 0

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Part S. S. N<sup>o</sup> 1

(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 S.W.  
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? No  
Did the Surveyor examine the Safety Valves of the Main Boiler? Not adjusted  
At what pressure were they afterwards adjusted under steam? No  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Not adjusted  
To what pressure were they afterwards adjusted? Yes - both.  
Has the propeller shaft been drawn and examined at this time? Part to be completed on vessels' return  
If the Survey is not complete state what arrangements have been made for its completion? five week's hence.

Now done - Both propeller shafts drawn inboard & examined. They were found to have slight circumferential fractures at the forward ends of the after liners - these fractures were local and not continuous & extended inwards towards centre of shaft for distances varying up to 3/8" - the original size of shafts is 13" & the rule size 11 3/4". It is recommended that these shafts be again examined within twelve months from present date. - All sea & bilge cocks & valves examined.

To complete I. S. N<sup>o</sup> 1. - The whole of the machinery and boilers to be examined with exception of exam<sup>n</sup>. of propeller shafts and sea & bilge cocks & valves.

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 without further record of survey and subject to both propeller shafts being again examined within twelve months from present date.

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

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

Committee's Minute TUES 1 SEP 1896 FRI 11 DEC 1896  
Assigned Deferred  
Note limit

TUES 10 NOV 1896  
TUES 12 JAN 1897  
Lloyd's Register Foundation  
LON 710-0236



It is submitted that  
this vessel is eligible to  
remain **AS CLASSED**.

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.

I have the examination of the screw shafts  
propellers, sea & bridge connections noted as part P.P. No 1  
due 5.96; & Subject to the propeller shafts being  
again examined within twelve months.

Pms.

31.8.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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