

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

Date of writing Report 24<sup>th</sup> Sept. 1896, When handed in at Local Office 18 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey Sep 17 Last Survey 24<sup>th</sup> Sept. 1896  
470 on the Machinery of the ~~Wood, Iron or Steel~~ Twin S.S. "Mohawk" Master J. Bates  
Tonnage { Gross 5658 Net 3646 Vessel built at Belfast By whom Harland & Wolff When 1892 5  
Registered Horse Power 611 Engines made at Do. When 1892 Boilers, when made (Main) 1892 (Donkey) 1892  
No. of Main Boilers 4 Owners Elder, Dempster & Co. Ltd. Port London. Voyage New York.  
No. of Donkey Boilers 0  
Steam Pressure in Main Boilers 175 If Surveyed Afloat or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 58014 Port Lon.  
Particulars of Examination and Repairs (if any) Part S.S. No 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? Yes  
Do. " Donkey " " " No S.B.  
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? Yes.  
Did the Surveyor examine the Safety Valves of the Main Boiler? 148 lbs.  
At what pressure were they afterwards adjusted under steam? } No S.B.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? No  
To what pressure were they afterwards adjusted? No  
Has the propeller shaft been drawn and examined at this time? No

If the Survey is not complete state what arrangements have been made for its completion? On vessel's return six weeks hence.  
Now done. — The four Main boilers examined internally and externally, their safety valves examined and adjusted under steam. Both H.P. cylinders, pistons & slide valves also all Main, thrust and tunnel shafting (except both I.P. crank pins) examined.  
To complete the survey. — Both L.P. & I.P. cylinders, pistons, slide valves, pumps, condensers & I.P. crank pins to be examined.

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 B.S. 9.96 entered in the Register Book and record of L.M.C. 9.96 deferred until completion of above also subject to both propeller shafts being again exd. before Aug. 1897

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 30/9 1896  
Survey Fee (per Section 28) £ 5 : 10 : Received by me, R. Elliott  
Special Damage Fee (per Section 28) £ 4 : 19 : 0  
Travelling Expenses (if chargeable) £ : :  
State if Certificate is required

Committee's Minute Assigned  
FRI. 2 OCT 1896 TUES 10 NOV 1896 FRI 11 DEC 1896 TUES 12 JAN 1897  
Deferred