Rpt. 9.

No. 58213.

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

Date of writing Report Oct 29 1896 When handed in at Local Office 18

(Received at London Office) FRI 30 OCT 1896

Port of London.

No. in Reg. Book. 770 Survey held at London. Date, First Survey Oct 26 Last Survey Oct 28 1896 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. "Mohawk" Master Yates

Tonnage { Gross 5658 { Net 3646

Vessel built at Belfast. By whom Harland & Wolff Lin When 1892 5

Registered Horse Power 611

Engines made at Do. When 1892 Boilers, when made (Main)1892 (Donkey) 1891

No. of Main Boilers 4

Owners African S.S. Co. Port London. Voyage New York.

No. of Donkey Boilers —

Steam Pressure— in Main Boilers 175 lbs

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

in Donkey Boilers —

Last Survey No. Port

Particulars of Examination and Repairs (if any) Comp of 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Boilers already examined.

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? No

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 the Survey is not complete state what arrangements have been made for its completion? Completed.

Examined J.H.P. Cylinders, Pistons, & slide valves, pumps & Condensers, & I.P. crank pins.

Due to wear & tear. Port I.P. slide valve faced up.

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

(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.)

for as seen in good condition & in my opinion the vessel is eligible for the record ✠ L.M.C. 9.96 as recommended in the London report. No 58109.

Office or Registration Fee (per Sec. 27)......£ :

Survey Fee (per Section 28)......£ :

Special Damage Fee (per Section 28)......£ :

Travelling Expenses (if chargeable)......£ :

*State if Certificate is required

Fees applied for 18

Received by me, 18

Wm Salmon.

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

Committee's Minute TUES 10 NOV 1896 FRI 11 DEC 1896 TUES 12 JAN 1897

Assigned ✠ LMC 9 96
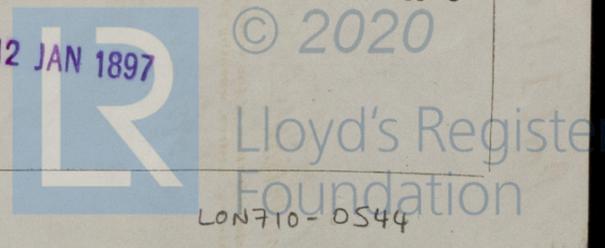
Port I. P. slide valve faced up - due to wear +

It is submitted that
this vessel is eligible for
THE RECORD. +L.M.C.9.96 subject
to the screw shafts being examined
before the end of Aug. 1897
R. E.
6/11/96.