

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20 Feb. 1897 When handed in at Local Office 18 Port of London
 No. in Reg. Book 770 Survey held at London Date, First Survey 5 Feb. Last Survey 11 Feb. 1897
 on the Wood, Iron or Steel S.S. Mohawk. (No. of Visits) Master Gates.

TONNAGE:— Built at Belfast By whom Harland & Wolff. When 1892 5 ✓
 GROSS 658 Owners (Edw. Searles & Co.) Port belonging to London
 UNDER DEK 5278 Owners' Address Williams, Covey & Seidels
 NET 3646 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? ✓ Name of Dock Albert St. Destined Voyage New York

WB=CellDBorDBa feet; uE&B feet; f feet; }
 total capacity tons. FPT tons; APT tons; MT feet tons. }
 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.

Last Survey, No. 58387 Port London

(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 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.)

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. ✓		thru 9.96
1.97. ✓		
S.S. has. 4-1-96.		

Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft. 0 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage through collision
Repairs now done on Port Side:—

Bridge House:— Two side plates, six frames, three bulkhead plates renewed and one side plate faired in place
Shell Deck:— One pair of cattle gangway doors cut out upper plate of one renewed, upper plate of the other cut off faired and refitted & the doors refitted in place. One side plate cut out faired & refitted & several indentations in side plating faired in place, five beam arms faired in place and riveted. Two chain plates to mizen rigging renewed and four to jigger cut out repaired & refitted; one cast iron warping chock renewed.
One plate in 3rd strike below sheerstrike found indented in 4:5 hold at after end of meat chamber, the started rivets in way of indent have been renewed and the landing edges recaulked.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>"</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Keelsons <u>Part seen</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Stringers, Champs & Shells <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Condition, how ascertained <u>From dk.</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	(State if wedges removed <u>✓</u>)
Plating <u>"</u>	Cement or Asphalt <u>✓</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Sails <u>"</u>
Rivets <u>"</u>	Tanks <u>✓</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>at</u>
Breasthooks <u>"</u>	Caulking of Bottom, D'k, & Wat'rwys <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>4 B. 15. 1 K.</u>
Transoms, Decks & Crutches <u>"</u>	Copper, or Y.M. <u>"</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>✓</u>
	When put on, Month <u>✓</u> Year <u>✓</u>	Cargo & Main H'tchw'ys <u>"</u>	" length (on board) size
			" Rule length (per Table 22) size
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</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 eligible in my opinion to remain as classed without fresh record of survey.

Office Fee (if chargeable) per Scale II., Sec. 27	Survey Fee (per Section 25)	Special Damage or Repair Fee (if any) (per Sec. 25.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute
£	£	£ 3 : 3 : 0	£ 6 : 0 : 0	£ 2 : 17 : 0	FRI. 26 FEB 1897

Fees applied for, 23/2 18.97
 Received by me, 27/2 18.97
 E. B. Champness
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Character assigned Deferred for dry dock.

FRI. MAR 26 1897

 Lloyd's Register Foundation
 No. 712-0004 1/2

In a Report also sent to the Machinery of the Ship if not, etc., whether, and when, one will be sent?

Is Certificate required? If so to be sent to

Steel S. S. "Mohawk"

This incident does not affect the efficiency of the vessel; the owners propose to cut out the plate & fair it when she is placed in dry dock in about one month's time.

It was recommended to place the vessel in dry dock for examination of bottom, propeller, stern frame and rudder but as this was not convenient to the owners a diver was sent down to examine these parts and he reports them all sound, and as the vessel is making no water the dry docking has been deferred till the return from the present voyage in about one month's time.

E. B. Hampness