

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

THU. MAY. 27. 1915

(Received at London Office)

Date of writing Report 21 MAY 1915 When handed in at Local Office 21 MAY 1915 Port of LIVERPOOL

No. in Survey held at Liverpool Date, First Survey Apr 7 Last Survey May 30 1916

955 on the Machinery of the Wood, Iron or Steel s/s "Mendibilendi" Master C. Argenti

Gross Tonnage 4501 Net 2853 Vessel built at Liverpool By whom Priestman & Co. When 1903

Registered Horse Power 322 Engines made at Liverpool By whom Richardsons, Westgarth & Co. When 1903

No. of Main Boilers Three Boilers, when made (Main) 1903 (Donkey) ✓

No. of Donkey Boilers None Owners Mr. L. A. Agnew (L. A. Agnew & Co.) Port Bilbao Voyage Newport

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Langton & Co. Wellington, New Zealand

in Donkey Boilers ✓ (State name of Dock.) Langton & Co.

Last Report No. Port Particulars of Examination and Repairs (if any) Boiler Survey

Periodical Surveys, when held, must be reported in detail and serially 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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ✓ Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " " ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lb per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Good fit.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? All parts of the machinery except

the LP cylinder and piston, thrust shaft, HP crank pin, circulating & feed pumps and

under water connections to examine. The machinery survey is to be completed at

Bilbao within the year of grace.

The propeller, stern bush, sea connections and fastenings examined. The

stern bush reworked. The tail shaft drawn, examined and found in good

condition.

The LP cylinder examined and a new piston fitted. The thrust shaft

examined and 2 shoes re-metalled. The HP crank pin examined. The circulating

pump bucket and one feed pump plunger renewed. A general examination made

of the machinery.

One length of main steam pipe renewed. The remainder annealed and all

tested to 360 lb per sq. in.

General Observations, Opinion, and Recommendation:— (See continuation)

(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, 11, B.&M.S. 9, 11, or L.M. 4, 9, 11 140 lb., F.D., &c.)

The engines and boilers of this vessel are in good condition, eligible, in

my opinion, to remain as classed with records of B.S. 5, 15 and tail shaft

examined 5, 15 and to have record of L.M.C. 15 with date when the survey

is complete.

Survey Fee (per Section 38) £ 2 0 0 Fees applied for 21 MAY 1915

Special Damage or Repair Fee (if any) £ : Approved by me, 26/5/15

Travelling Expenses (if chargeable) £ : Approved by me, 26/5/15

Committee's Minute LIVERPOOL 26 MAY 1915

Assigned B. L. 5. 15 note to

+ L.M. de repa for Comp. W. J. 20/5

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 14 JAN. 1916

FRI. APR. 28. 1916

FRI. JUL. 14. 1916

Lloyd's Register Foundation

W951-0078 1/2 2/2

S due 6.15 now held
S P 103 due 3.15 partly held re
has to be completed at Bilbao

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 to cause it to show through to the other side.

within the year of place

It is submitted that
this vessel is eligible for
THE RECORD. BS 5.15
SS 5.15

It is submitted that this
vessel WILL BE eligible for
the record. + LMC 5.15

When the H & P Cylinder & Piston
all slide valves, tunnel & crank
shaft (except H & P pin), air, bilge
& case pumps, condensers
& pumping arrangements
have been examined

DP

27.5.15

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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ss "Mendibil Gendi"

The boilers examined throughout and found somewhat corroded at lower parts of combustion chambers but generally good. The following repairs now done, namely:-

In the starboard boiler, the combustion chamber backs thickened by electric welding in way of 6 stays and 7 stays renewed.

In the middle boiler the port combustion chamber ^{back} cut and the lower part renewed, also the upper part, where thin in way of the feed, re-inforced by electric welding. Plating thickened by electric welding in way of 9 stays and the stays renewed. This boiler afterwards tested under water pressure to 230 lb per sq. in.

All mountings overhauled and examined. Safety valves afterwards adjusted under steam.

B. G. Oxford.