

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

(Received at London Office)

FRI. 26 AUG 1898

Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow  
 No. in Reg. Book. Survey held at Androssan Date, First Survey 12 August Last Survey 19 August 1898  
590 on the Machinery of the Wood, Iron or Steel SS. "Mendota" (No. of Vessels)  
 Tonnage Gross 2624 Net 1656 Vessel built at Southampton By whom Ronald Macdonald & Co When 1883 YEAR. MONTH.  
 Registered Horse Power 316 Engines made at Do When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 No. of Main Boilers 2 Owners Macbeth & Gray Port Liverpool Voyage New Brunswick  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Androssan Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 90 in Donkey Boilers 70

Last Survey No. 2838 Port NYKParticulars of Examination and Repairs (if any) B.S. Compliance

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>T100A1.5.98</u>		<u>B.S. 1.97</u>
<u>SSBTS 103.10.95</u>		<u>TLNC 10.96</u>

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

Do.

Donkey

yes

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?

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?

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

Donkey boiler opened up & on examination found in fair condition. Several rivets were taken out of shell. Girth strap removed & also a number of stays renewed at combustion chamber. Last several test holes were drilled in chamber bottom. Girth plate found to be of sufficient thickness. The outer circumferential seam at bottom was poked & caulked.

General Observations, Opinion, and Recommendation:— The Donkey boiler of this vessel is now in good order & in my opinion eligible to have notification B.S. as previously recommended in my report.

Office or Registration Fee (per Sec. 27) £ 15. 8. 1898  
 Survey Fee (per Section 28) £ 27. 8. 98  
 Special Damage Fee (per Section 28) £ 14. . .  
 Travelling Expenses (if chargeable) £ 14. . .

Fees applied for

15. 8. 1898

27. 8. 98

Received by me,

27. 8. 98

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

\*State if Certificate is required

Committee's Minute

Assigned

TUES. 30 AUG 1898



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 Foundation  
 GLS181-0362



Small repairs effected to F.B.

It is submitted that  
this vessel is eligible for  
THE RECORD. B.2.2.98

26/8/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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