

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

(Received at London Office 10 SEP 1926)

Date of writing Report 8-9-26 When handed in at Local Office 8 September 1926 Port of NEWCASTLE-ON-T.
 No. in Reg. Book 19963 Survey held at Wallsend Date, First Survey 26th July Last Survey 7 September 1926
 on the Machinery of the ~~Wood, Iron or Steel~~ SC "MERNOO" (No. of Visits 3)
 Tonnage Gross 2230 Net 1260 Vessel built at Newcastle By whom Luan Hunter & Co. Ltd. When 1926
 Engines made at Sunderland By whom G. Clark & Co. When 26
 Boilers, when made (Main) 1926 (Donkey) ✓
 Owners Melbourne & Co. Ltd. Port Melbourne Voyage _____
 Managers _____
 Surveyed Afloat in Dry Dock Luan Hunter
 (State name of Dock.)

Last Report No. _____ Port _____ Completion of _____
 Particulars of Examination and Repairs (if any) Classification

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 lbs. q.

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? No Is it fitted with continuous liner? CL Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

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

Is the shaft now fitted new? _____ Has it a continuous liner? _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Guard Ring not removed.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

How done to complete survey for classification
Main boiler examined under steam + safety valves adjusted to 180 lbs. q. ✓
Compression rings PORT B.L.R. P 1/2" S 2" STARBO B.L.R. P 1/4" S 2" ✓
Engines tried at workings + spare gear checked as advised by Sunderland Surveyors
Steam tube + sea connections examined before launching 26.7.26. ✓
Propeller + fastenings examined in dry dock 7.9.26 found satisfactory

General Observations, Opinion, and Recommendation:—

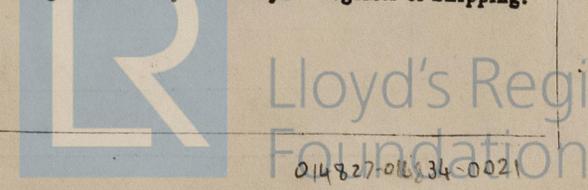
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery is eligible in our opinion for classification as recommended by the Sunderland Surveyors with record of L.M.C. 9.26

Survey Fee (per Section 28) £ _____
 Social Damage or Repair Fee (if any) (per Section 25.) £ _____
 Travelling Expenses (if chargeable) £ _____

Fees applied for _____
 Received by me, C. Macpherson & L. G. Shallcross
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 14 SEP 1926
+ L.M.C. 9.26
C.H.
 Assigned _____
 CERTIFICATE WRITTEN



Insert Character of Ship and Machinery precisely as in the Register Book.

Completion of First Entry report.

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.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.26.CL.

Handwritten signature and date:
10/9/06
J.W.D.
J.W.D.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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