

Rpt. 9. No. 80611
Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report 8.9.26 When handed in at Local Office 8 September 1926 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book 19963 Survey held at Wallsend Date, First Survey 26 July Last Survey 7 September 1926
on the Machinery of the Wood, Iron or Steel SC "MERNOD" (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. Ltd. When 26
Boilers, when made (Main) 1926 (Donkey) ✓
Owners Melbourne & Co. Ltd. Port Melbourne Voyage
Managers
If Surveyed 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

Has 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 BLR P 2" S 2" STARBO BLR P 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, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

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

Survey Fee (per Section 28) £

Fees applied for

Special Damage or Repair Fee (if any) £

Received by me,

Travelling Expenses (if chargeable) £

19

Committee's Minute

TUES. 14 SEP 1926

Assigned

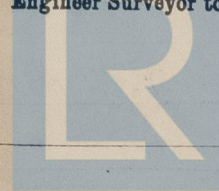
+ L.M.C. 9.26

C.R.

CERTIFICATE WRITTEN

C. Macpherson & L. G. Shallcross

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

014827-01334-0021

Completion of First Entry
report.

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

AWD
10/9/26
GRR

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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