

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

10

When handed in at Local Office

14th Aug. 1926

Port of

Sunderland

No. in Survey held at
Reg. Book.

Sunderland

Date, First Survey

24/3/26

Last Survey

13/8/1926

(Number of Visits 54)

on the

S.S. "MERNOD"

Built at

Newcastle

By whom built

Luan & Smith & Wigham, Richardson

Yard No. 1220

Tons Gross 2230

Net 1280

When built 1926

Engines made at

Sunderland

By whom made

G. Hark Ltd

Engine No. 1146

when made 1926

Boilers made at

Sunderland

By whom made

G. Hark Ltd

Boiler No. 1146

when made 1926

Registered Horse Power

Owners

Melbourne Steamships Co. Ltd

Port belonging to

Melbourne

Nom. Horse Power as per Rule

251

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Triple expansion

Dia. of Cylinders

22", 35", 58"

Length of Stroke

39"

Revs. per minute

70

No. of Cylinders

3

No. of Cranks

3

Dia. of Crank shaft journals

as per rule 11.24"

as fitted 11.38"

Dia. of Crank pin

11.38"

Crank webs

Mid. length breadth 1.5"

Mid. length thickness 7.8"

Thickness parallel to axis 7.8"

Thickness around eye-hole 5.8"

Diameter of Thrust shaft under collars

as per rule 11.5"

as fitted 11.5"

Diameter of Tunnel shaft

as per rule 10.25"

as fitted 10.25"

Diameter of Screw shaft

as per rule 11.95"

as fitted 11.95"

Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube

Yes

Is the after end of the liner made watertight in the propeller boss

Yes

If the liner is in more than one length are the joints burned

No

If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners

No

Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

Yes

Length of Stern Bush

4'-4 1/4"

Diameter of Propeller

15'-3"

Pitch of Propeller

15'-7 1/2"

No. of Blades

4

State whether Moveable

No

Total Surface

73 square feet

No. of Feed Pumps fitted to the Main Engines

2

Diameter of ditto

3"

Stroke

22"

Can one be overhauled while the other is at work

Yes

No. of Bilge Pumps fitted to the Main Engines

2

Diameter of ditto

3 1/2"

Stroke

22"

Can one be overhauled while the other is at work

Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps

12 8 1/2 x 6 x 18, 12 6 x 4 1/2 x 6, 6 x 4 1/2 x 6, 5 x 3 1/2 x 6

No. and size of Pumps connected to the Main Bilge Line

12 9 x 10 x 10

No. and size of Ballast Pumps

12 9 x 10 x 10

No. and size of Lubricating Oil Pumps, including Spare Pump

None

Are two independent means arranged for circulating water through the Oil Cooler

No

No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 2 1/2, 12 3 1/4

and in Holds, &c.

Nos 1 & 2 two 23" Nos 3 & 4

Two 23" & 12 2 1/2" Tunnel well

No. and size of Main Water Circulating Pump Bilge Suctions

12 4"

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

12 4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

Are all connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are the Discharge Pipes above or below the deep water line

Above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

What Pipes are carried through the bunkers

None

How are they protected

No

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another

Yes

Is the Screw Shaft Tunnel watertight

No

Is it fitted with a watertight door

No

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

4188

Is Forced Draft fitted

No

No. and Description of Boilers

Two Fed Smith

Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

No

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

No

Donkey Boilers

No

General Pumping Arrangements

No

Oil fuel Burning Piping Arrangements

No

SPARE GEAR. State the articles supplied:—

2 Connecting rod top end & 2 Connecting rod bottom end

bolts & nuts, 2 main bearings & 1 set of coupling bolts, 1 set of feed & bilge

pump valves, 1 set of fittings for pistons, 12 quantities of painted bolts

& nuts, 1 set of vanes & rings, 1 set of feed & bilge valves

1 set of air pump valves, 1 set of circulating pump valves, 1 spare

propeller shaft.

The foregoing is a correct description,

GEORGE CLARK LIMITED

W. G. M. M. C.

Manufacturer.



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