

LLOYD'S REGISTER OF SHIPPING

809 American National Insurance Building

GALVESTON, TEXAS

November 12, 1937

Principal Surveyor,
New York, N. Y.

Dear Sir:

M.V. "MERCURY" - Galv. Rpt. No. 3238

With reference to your letter of the 2nd ult., regarding the above, enclosing copy of letter received from London, dated 21st September last, I have to reply as follows to the points raised therein.

No marks were decipherable on the steam anchor, and no other particulars are available other than stated in the report. The anchor was overhauled, made free and workable, estimated weight about 765 lbs., and in my opinion could be accepted in this instance as being suitable.

The pumping arrangement is in accordance with the rules, and a complete engine room piping plan and index plan is forwarded herewith for record purposes.

Additional pumps are available for cooling the Main engine other than the cooling pump.

The Oil Engine driving the auxiliary air compressor can be started by means of a hand crank.

Safety Valves: I much regret to have to report that the area of the Safety Valves fitted to the boiler is 14.14 square inches (Two 3" diameter valves". The mountings were supplied with the boiler, and it was presumed that the safety valves would be of the required rule area.

The valves are quick acting high lift type, guaranteed by the makers for 13,200 lbs of saturated steam per hour at working pressure of 125 lbs.

An accumulation test was carried out together with Mr. West, Boiler Inspector for the U.S. Bureau of Marine Inspection, and Navigation, with the stop valve closed and under full firing conditions and the accumulation of pressure found to be within 6% of the working pressure.

Yours very truly,

(signed) Wm. Rennie.



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