

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

Date of writing Report 2-6-1945 When handed in at Local Office 4.6.1945 Port of GLASGOW

No. in Survey held at GLASGOW Date. First Survey 12-5-45 Last Survey 1-6-1945

on the Machinery of the Wood, Iron or Steel TUG "MEDIATOR" (No. of Visits 4)

Gross 11.36 Vessel built at Leith Not in Register Book

Net 3.55 Engines made at GLB By whom Henry Robt Ltd When 1944 11

Nominal Power MN 500 Boilers, when made (Main) (Donkey) By whom British Ins Ltd When 1944

of Main Boilers Owners The Admiralty Owners' Address (if not already recorded in Appendix to Register Book.)

of Donkey Boilers Managers Port Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers (State name of Dock.) Horan No 1 Dry Dock & Marine Bank

st Report No. Port

Particulars of Examination and Repairs (if any) Why Exam. of Gearing

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. LONDON LETTER 8-1-45 R.S.

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?

" " Donkey " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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?

What was the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush not taken

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Docking:- Vessel placed in dry dock, propeller, after end of stern bush, under-

water sea cocks and valves and overboard discharge valves and their outside

fastenings examined and found in good condition.

At this time the main engine gearing was examined as far

practicable through the inspection doors and also under

working conditions and found in good order.

The Chief Engineer stated that the vessel had now done roughly

14,000 miles with about 6,000 miles in tow and at no time did

the gearing show evidence of vibration or noise

General Observations, Opinion, and Recommendation:- The machinery of this vessel as

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

now seen is in an efficient condition and eligible in our opinion

to remain as classified with an fresh record of survey subject to the

gearing being opened out and examined before the end of November next.

with an special condition of examination of gearing under working conditions

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

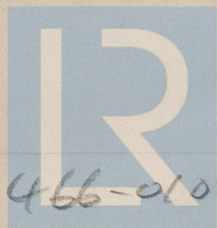
Travelling expenses (if chargeable) £ : : Received by me,

Committee's Minute GLASGOW 5 JUN 1945

Signed As now subject

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

Is a Certificate required? If so, to be sent to



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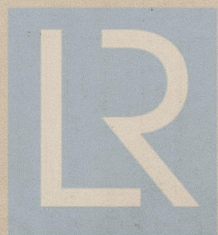
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not so much damped as to spread the ink, or to cause it to show through to the other side.

Noted subject as now
~~recommended~~
The Report should be
referred to C. E. S. London
regarding gear trials

Well
25/6/45



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