

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

(Received at London Office 56 JUN 1945)

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 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel TUG 'MEDIATOR' NOT IN REGISTER BOOK

Gross 1136 Vessel built at Leith By whom Henry Robt Ltd Year 1944 Month 11
Net 355 Engines made at Gls By whom British Ins Ltd When 1944

Nominal Horse Power MN 500 Boilers, when made (Main) (Donkey)
of Main Boilers Owners The Admiralty Owners' Address
of Donkey Boilers Managers Managers' Address
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Govan No 1 Dry Dock & Mavis Bank Port Voyage

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Report No. Port

Particulars of Examination and Repairs (if any) Why Exam. of Gearing
Medical 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 3-1-45 R.S.

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

Is 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 " " "

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?
State latest date of internal examination of each boiler.

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?
Engine parts, when referred to by numbers, should be counted from forward.

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 LMC 9,11 or LMC 140 lb., FD, &c.) CS 9,34,

now seen is in an efficient condition and eligible in our opinion to remain as classed with a fresh record of survey subject to the gearing being opened out and examined before the end of November next without special condition of examination of gearing under working conditions

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
Travelling expenses (if chargeable) £ : :
N. Russell & M. Gibson
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

Bell
25/6/45



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