

REPORT ON OIL ENGINE MACHINERY.

No 21313

Received at London Office

27 NOV 1944

24-11-1944 When handed in at Local Office 24-11-1944 Port of Leith.

Date, First Survey Jan 14 1944 Last Survey Nov 8 1944
Number of Visits 29.

Single
Triple
Screw vessel
Leith.

H.M.R.T. MEDIATOR.

Tons
Gross
Net

By whom built Henry Robb Ltd
By whom made British Auxiliaries Ltd.
By whom made

Yard No. 335 When built 1944.
Engine No. 469 When made 1944.
Boiler No. When made

Boilers made at
Power 3020 at propeller. Owners The Admiralty.

Port belonging to
Is Electric Light fitted Yes.

Power as per Rule 500 Is Refrigerating Machinery fitted for cargo purposes No

which vessel is intended

INES, &c.—Type of Engines Heavy Oil. 2 or 4 stroke cycle 2 Single or double acting Single.

Pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Is there a bearing between each crank
Is there a bearing between each crank

Kind of fuel used
Kind of fuel used

Means of ignition
Means of ignition

Thrust Shaft, diameter at collars
Thrust Shaft, diameter at collars

Intermediate Shafts, diameter
Intermediate Shafts, diameter

Screw Shaft, diameter
Screw Shaft, diameter

Is the shaft fitted with a continuous liner
Is the shaft fitted with a continuous liner

Thickness between bushes
Thickness between bushes

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Is the space charged with a plastic material insoluble in water and non-corrosive

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller 4' 4"

Material Bronze whether Moveable No Total Developed Surface 63.5 sq. feet

No. of blades 4

reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

material If the exhaust is led overboard near the waterline, is it arranged to prevent water from being syphoned back to the engine

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Can one be overhauled while the other is at work

No. and Size 2 at 50,000 Gals/Hour, one at 11,000 Gals/Hour.

How driven Electric.

No (Closed Circuit) state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one each engine 4500 gals/Hr.

one steadily 14500 gals/Hr.

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

nd size:—In Machinery Spaces 2 at 2 1/2" dia 2 at 2" dia also 3/2" connection to Main Suction line Pump Room carried

under main deck Starboard Side.

t Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 at 3" dia.

Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Spaces

y accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Connections fitted direct on the skin of the ship Yes Main Inlet on Box in DB Tank Are they fitted with Valves or Cocks Valves.

Are the Overboard Discharges above or below the deep water line below.

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

How are they protected

Have they been tested as per Rule Yes

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

ment 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

another Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from deck level and

what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. No. of stages Diameters Stroke Driven by

Air Compressors, No. One No. of stages 2 Diameters 50 cu ft free air/min Driven by Electric.

Auxiliary Air Compressors, No. One No. of stages Diameters 6.5 cu ft free air/min Driven by Diesel.

Small diesel Compressor.

Driven by

Position Port Side 1-100 KW. Starboard Side 1-100 KW + 1-30 KW.

Is a report sent herewith Yes

Auxiliary Engines been constructed under special survey Yes. Not Cert C. 2226.

Is a report sent herewith Yes

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AIR RECEIVERS:— Have they been made under survey... ✓

State No. of Report or Certificate ✓

Is each receiver, which can be isolated, fitted with a safety valve as per Rule ✓

Can the internal surfaces of the receivers be examined and cleaned ✓

Is a drain fitted at the lowest part of each receiver ✓

Injection Air Receivers, No. ✓

Cubic capacity of each ✓

Internal diameter ✓

thickness ✓

Seamless, lap welded or riveted longitudinal joint ✓

Material ✓

Range of tensile strength ✓

Working pressure by Rules ✓

Starting Air Receivers, No. ✓

Total cubic capacity ✓

Internal diameter ✓

thickness ✓

Seamless, lap welded or riveted longitudinal joint ✓

Material ✓

Range of tensile strength ✓

Working pressure by Rules ✓

IS A DONKEY BOILER FITTED? No ✓

If so, is a report now forwarded? ✓

Is the donkey boiler intended to be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval) ✓

Receivers ✓

Separate Fuel Tanks ✓

Donkey Boilers ✓

General Pumping Arrangements

Forwarded with 5th Rept No 20701

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements 8/4/44

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes ✓

State the principal additional spare gear supplied One built C.I. Propeller. ✓

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

1944. Jan 14. May 23-25. June 28. 29. July 24. Aug. 1-2-4-10-15-17-23-24-29
Sept 2-9-11-25-26. Oct 2-9-10-11-17-19-23-28. Nov 8

Dates of Examination of principal parts—Cylinders ✓

Covers ✓

Pistons ✓

Rods ✓

Connecting rods

Crank shaft ✓

Flywheel shaft ✓

Thrust shaft ✓

Intermediate shafts 3-12-43

Tube shaft ✓

Screw shaft 3-12-43

Propeller 20/6/44

Stern tube 25/5/44

Engine seatings 23/5/44

Engines holding down bolts 23/5/44

Completion of fitting sea connections 22/6/44

Completion of pumping arrangements 9/10/44

Engines tried under working conditions 28/10/44

Crank shaft, Material ✓

Identification Mark ✓

Flywheel shaft, Material ✓

Identification Mark ✓

Thrust shaft, Material ✓

Identification Mark ✓

Intermediate shafts, Material Steel

Identification Marks ✓

Tube shaft, Material ✓

Identification Mark ✓

Screw shaft, Material Steel

Identification Mark ✓

Identification Marks on Air Receivers Lloyds No 49961 + 2.

T.P. 400 lbs

W.P. 355 lbs.

9.9.43.W.D.

Is the flash point of the oil to be used over 150° F. Yes ✓

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes ✓

Description of fire extinguishing apparatus fitted CO2 Fire fighting equipment, 5-2 gallon Foamite Containers for salvage purposes & foam making plant.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓

If so, have the requirements of the Rules been complied with ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓

Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel Buster, Samsona, Growler, Hesperi.

General Remarks (State quality of workmanship, opinions as to class, &c.)

This Machinery, Glasgow Reports Nos 68124 & 68648 on the Main Engines and Nottingham C. 1805, C 2226 & C 2761 on the Generator engines has been efficiently fitted on board, the material and workmanship being sound and good. Manoeuvring tests were carried out and the Capacity of the reservoir was found to be in excess of rule requirements.

The Main and Auxiliary Machinery was tested under full working conditions at sea and found to be satisfactory.

In my opinion the Machinery of this Vessel is eligible to be classed in the Registries with the Notation of + L MC 11-44 and records of oil engine. O.G.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

ADVERTALTY
A/c rendered from
London 1/9. 1945

H.B. Murray,

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 5 JAN 1945

Assigned + L MC 11,44 Oil Eng subject O.G.



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