

REPORT ON OIL ENGINE MACHINERY.

See Lith. Rpt. No. 21313

No. 68648

Received at London Office 13 JUL 1944

Report made at GLASGOW When handed in at Local Office 7.7.44 Port of GLASGOW Date, First Survey 16.9.43 Last Survey 21.6.44 Number of Visits 24

Single Screw vessel H.M.R.T. MEDIATOR. Tons 11824 Gross 337 Net 335. Yard No. 337 When built 1944

By whom built H. ROBB LTD. By whom made BRITISH AUXILIARIES LTD. Engine No. 469/70 When made 1944

Boilers made at - By whom made - Boiler No. - When made - Power 3020 at propeller Owners THE ADMIRALTY Port belonging to -

Pressure in cylinders 783 lbs/sq.in. Diameter of cylinders 340m/m Length of stroke 570m/m No. of cylinders 16 No. of cranks 16

Engine 320 Propeller 145 Flywheel dia. 1200 m/m Weight 1446 lbs Means of ignition Compression Kind of fuel used Diesel

Shaft, diameter as per Rule 217 m/m as fitted 235 m/m Intermediate Shafts, diameter as per Rule - as fitted - Thrust Shaft, diameter at collars as per Rule - as fitted -

Is the tube screw shaft fitted with a continuous liner - Is the after end of the liner made watertight in the -

reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when started Yes Means of lubrication

Water Pumps, No. 1 each 170 x 140m/m Is the sea suction provided with an efficient strainer which can be cleared within the vessel

connected to the Main Bilge Line No. and Size - How driven -

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 Each engine 7500 Galls/Hour.

Are the Bilge Suctions in the Machinery Spaces -

Connections fitted direct on the skin of the ship - Are they fitted with Valves or Cocks -

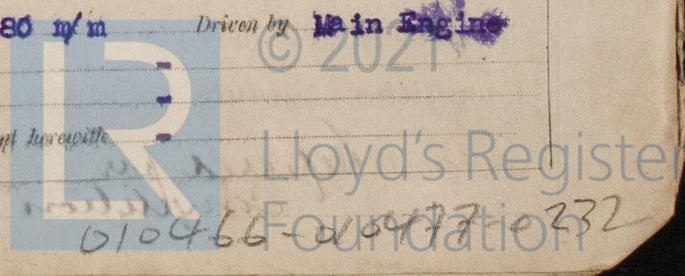
Are the Blow Off Cocks fitted with a spigot and brass covering plate -

Is the Shaft Tunnel watertight - Is it fitted with a watertight door -

Compressors, No. One Each engine No. of stages 2 Diameters H. P. 80m/m L. P. 215 m/m Stroke 240m/m Driven by Main Engine

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

Engines crank shafts, diameter as per Rule - as fitted - Position -



AIR RECEIVERS: - Have they been made under survey **Yes** State No. of Report or Certificate **C. 50612**

Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Yes**  
Can the internal surfaces of the receivers be examined and cleaned **Yes** Is a drain fitted at the lowest part of each receiver **Yes**

Injection Air Receivers, No. **2** Cubic capacity of each **140 cu. feet.** Internal diameter **36"** thickness **5/8"**  
Seamless, lap welded or riveted longitudinal joint **Riveted** Material **Steel** Range of tensile strength **Ends 26/30 tons/sq. in. Shell 28/32** Working pressure **350** Actual **350**

Starting Air Receivers, No. **2** Total cubic capacity **140 cu. feet.** Internal diameter **36"** thickness **5/8"**  
Seamless, lap welded or riveted longitudinal joint **Riveted** Material **Steel** Range of tensile strength **Ends 26/30 tons/sq. in. Shell 28/32** Working pressure **350** Actual **350**

IS A DONKEY BOILER FITTED? **Yes** If so, is a report now forwarded? **Yes**  
Is the donkey boiler intended to be used for domestic purposes only **Yes**

PLANS. Are approved plans forwarded herewith for Shafting **15 - 6 - 40** Receivers **25 - 8 - 40** Separate Fuel Tanks **Yes**  
Donkey Boilers **Crank shaft appd 21.10.42** General Pumping Arrangements **being order altered** Pumping Arrangements in Machinery Space **Yes**

Oil Fuel Burning Arrangements **SPARE GEAR.**

Has the spare gear required by the Rules been supplied **Yes**  
State the principal additional spare gear supplied **None**

The foregoing is a correct description,

**J. S. Raeburn**

Manufacturer.

Dates of Survey while building: During progress of work in shops - **1943 Sep 16 Oct 15 Nov 4 Dec 2, 14, 19, 21, 28 Jan 7, 17 Feb 1, 10, 11, 12, 14, 28 Mar 30, 24, 31 Apr 4, 20, 27 May 23, 25 Jun 5, 12, 21**

Dates of Examination of principal parts: Cylinders **11/2/44** Covers **4/4/44** Pistons **7/1/44** Rods **7/1/44** Connecting rods **7/1/44**  
Crank shaft **10/2/44** Flywheel shaft **4/11/43** Thrust shaft **27/4/44** Intermediate shafts **14/2/44** Tube shaft **14/2/44**

Screw shaft **10/2/44** Propeller **4/11/43** Stern tube **4/11/43** Engine sealings **4/11/43** Engines holding down bolts **4/11/43**

Completion of fitting sea connections **4/11/43** Completion of pumping arrangements **4/11/43** Engines tried under working conditions **4/11/43**

Crank shaft, Material **Steel** Identification Mark **2163 F.H. 25/10/43** Flywheel shaft, Material **Steel** Identification Mark **295 F.H. 3/9/43**

Thrust shaft, Material **Steel** Identification Mark **2163 F.H. 25/10/43** Intermediate shafts, Material **Steel** Identification Marks **2163 F.H. 25/10/43**

Tube shaft, Material **Steel** Identification Mark **2163 F.H. 25/10/43** Screw shaft, Material **Steel** Identification Mark **2163 F.H. 25/10/43**

Identification Marks on Air Receivers **2 off Lloyd's No. 50612 T.P. 200 lbs/sq. in. W.P. 350 J. McL. 3/11/43. See Lth Rept.**

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 **None**  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **Yes** If so, have the requirements of the Rules been complied with **Yes**

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with **Yes**  
Is this machinery duplicate of a previous case **Yes** If so, state name of vessel **M.V. BUSTLER GIS.RPT.NO. 65**

General Remarks (State quality of workmanship, opinions as to class, &c. **These engines have been built under Special Survey in accordance with the Rules and approved plans.**

**The materials and workmanship are good. On completion the engines were tested on the bench at full load with satisfactory results.**

**These engines are to the order of Messrs. Henry Robb, Ltd., Ship No. 337.**

(Certificate (if required) to be sent to the Surveyors and requested not to write on or below the space for Committee's Minute.)

Inclusive Fee.		When applied for,	
The amount of Entry Fee	£ -		
Special	£ -	10	
Donkey Boiler Fee	£ -		When received,
Travelling Expenses (if any)	£ -	19	

Committee's Minute **GLASGOW 11 JUL 1944** **5 JAN 1945**

Assigned **Repaired for Completion** // **See FE machy opt**

**J. McL.**  
Engineer Surveyor to Lloyd's Register of Shipping  
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