

Rpt. 9. No. 55037.
REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

30 JUL 1948

(Received at London Office 31 JUL 1948)

Date of writing Report 19..... When handed in at Local Office 19..... Port of HULL
 No. in Reg. Book. 29783 Survey held at GOOLE Date. First Survey 4.5.48 Last Survey 19.7.1948
69026 on the Machinery of the Welded Steel m.v. "MYTONGATE" (No. of Visits 17)
 Tonnage { Gross 410 Vessel built at Willington Quay on Tyne By whom Clelands (Successors) Ltd. Year. Month. 1938 2
 { Net 215 Engines made at Stockholm By whom A/B Atlas-Diesel When 1946
 Nominal Horse Power 99MN Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers - Owners Hull Gates Shipping Co., Ltd. Owners' Address -
 No. of Donkey Boilers - Managers Craggs & Jenkins Ltd. (If not already recorded in Appendix to Register Book.)
 Steam Pressure - Port Hull Voyage -
 in Main Boilers - If Surveyed Afloat or in Dry Dock Both - Afloat Railway Dk. No.2 Dry Dock- Goole.
 in Donkey Boilers - (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 11,46.		+LMC 6,45
s.s. Abn. No. 2-45.		TSOG 6,45
		Oil engine.
		Cargo battens not fitted.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) New Machinery & L.M.C.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

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? _____

State 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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No 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 9.6.48. State the wear down in the stern bush .04" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

NOW DONE:- Vessel placed in dry dock. Propeller, sea connections and outside fastenings examined.

Screw shaft drawn, examined and found in good condition.

The "Deutz" main engine now replaced by a 450 B.H.P "Atlas" Polar Diesel (Report 4b herewith). Seatings altered to suit.

Single cylinder Lister engine driving ballast pump, bilge pump & compressor now replaced by a new diesel compressor set (Report 4c herewith) and motor driven ballast pump & bilge pump.

Existing air receivers retained, now examined internally and externally and found in satisfactory condition.

The three cylinder and the single cylinder generator engines opened out, examined & found or placed in good condition.

Daily service oil fuel tank examined internally and found in good condition. Pumping arrangements examined (see report 4b).

Main and aux. machinery examined under working conditions on river trial & found satisfactory.

General Observations, Opinion, and Recommendation:—

(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 140 lb., FD, &c.)

The machinery of this vessel is eligible in our opinion to remain as classed with the Notation +NE made 46 fitted 48, and to have fresh record of T.S.O.G. 6,48 and +L.M.C. 7,48, subject to satisfactory torsionograph records being taken. (See Secretary's letters of 12th & 22nd July, 1948). Engines not to be run continuously between 148 and 180 R.P.M. Spares to be brought up to Rule requirements at first opportunity. Vessels class is also subject to the dimensions of the crankshaft of the Bolinder aux. diesel engine driving Atlas compressor being found in accordance with the Rules (See Secretary's letter of 31.5.48).

Survey Fee (per Section 29) S.S. 9/48 £ 5 : - : - Fees applied for 30 JUL 1948
 Special Damage or Repair Fee (if any) see report 4b. £ 4 : 4 : - Received by me, N. Chambers & A. Smith
 Travelling expenses (if chargeable) £ 9 : 5 : 8

Committee's Minute _____ FRI. 2 SEP 1948

Assigned Deferred but S. 6.48



010783-010790-0034 1/2

If so, is the Report sent now, or when will it be sent?

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

OIL ENGINES CONTINUOUS SURVEY.

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

"MYTONGATE"

Electrical Equipment.

Special Survey, Repairs and Additions.

The engine room was rewired, various repairs and partial rewire of accommodation and navigation circuits.

The generators and main switchboard were repaired.

An additional 3 KW reconditioned shaft driven generator and extra panel on the main switchboard with volt ammeter, switches, fuses etc. for this generator were fitted.

The voltage regulator on the above generator is faulty and is to be changed in about three weeks time, but the machine being used for lighting only is considered satisfactory in the meantime.

The current supplying the navigation circuits is at present taken from the accommodation and a new cable direct from the main switchboard is to be fitted.

The electrical equipment was operated under working conditions with satisfactory results and apart from the foregoing is considered satisfactory.

The insulation resistance of all circuits and apparatus was examined and found good.

The foregoing examination may be considered for a special survey.

S.S.

Fee:- £ 5: 0: 0d.

Repair & additions 4: 4: 0d.

W. G. Connell

