

Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report 13 MAR 1939 When handed in at Local Office 13 MAR 1939 (Received at London Office 13 MAR 1939)

No. in Reg. Book. 16251 Survey held at London Date, first Survey 21/2/39 Last Survey 22/2/1939 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel M.V. HULLGATE.

Tonnage { Gross 409 Vessel built at Wellington Quay By whom Clelands (Successors) When 1937 Month 2
 Net 219 Engines made at OKöln - Deutz By whom Humboldt Deutzmaschinenfabrik When 1937

Nominal Horse Power { 70 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners Hull Gate Shipping Co., Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port Hull Voyage
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers

Last Report No. PortParticulars of Examination and Repairs (if any) Machinery Damage

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Yes, not req'dWas a damage report made by anyone else? If so, by whom? Underwriters Surveyor.Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓" " Donkey " " " ✓If this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? ✓Also 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 Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓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 screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.Has shaft now been changed? ✓ If so, state reasons ✓Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 0.9.

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

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.

Damage stated due to failure of engine to go ahead from astern whilst manoeuvring in R. Thames on Feb 18th 1939. (For further information please see log books). Now done. Engine reversing gear opened up and examined, found that bolt securing collar on camshaft was missing - this collar being essential part of camshaft sliding mechanism. Recommended engine be opened up as necessary to find loose bolt. Timing gear opened up & examined and missing bolt found. A new tight fitting bolt made & now fitted and satisfactory. Propeller and outside fastenings examined and found in satisfactory condition.

General Observations, Opinion, and Recommendation:— The machinery of this

(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, B.S. 9,11, B.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

result as now seen is in my opinion eligible to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ 2 2 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 2 0
 Travelling expenses (if chargeable) £

Fees applied for 13 MAR 1939
 Received by me, 25 1939
Stc K

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now

J. H. Mutton
 Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
 Foundation

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