

WRECK  
SECTION  
No 823

17 FEB 1960

Rpt. 9

Date of writing report 4-2-60.

Received London

Port HONG KONG.

No. 15322.

Survey held at Hong Kong.

No. of visits 1.

First date 2-2-60.

Last date 2-2-60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 22898 Name M.V. "MYRTLEBANK"

Gross tons 5150

Date of build 12-1925.

Owners Bank Line Ltd.

Managers Andrew Weir & Co., Ltd.

Port of Registry Glasgow.

Engines made 1925. By Harland & Wolff Ltd.

Gls. Type 4 SA

No. of Main Engines 2. No. of Screws 2.

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1. W.P. 110 lb.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Machinery Defect.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only) 1511

MOMBASSA

Hull		Machinery	
+100Al with fbd.	8,59	+LMC CS	8,56
SS	8,56	DBS	2,59
(Dr)	8,51	TS CL p & s	2,59
		SPS	7,56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....

Fastenings..... Has Screwshaft Tubeshaft been drawn?..... Date of Examination..... Has Shaft been changed?.....

Has Shaft now fitted been previously used?..... Has Shaft now examined/fitted a continuous liner?..... Approved oil gland?.....

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods.....

2 Valves & Gears.....

3 Connecting Rods, Top Ends & Guides Side..... Centre.....

4 Crankpins & Bearings Side..... Centre.....

5 Journals & Bearings.....

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods.....

7 Connecting Rods & Top Ends.....

8 Crankpins & Bearings.....

9 Journals & Bearings.....

10 Coolers & Safety Devices.....

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods.....

12 Connecting Rods & Top Ends.....

13 Crankpins & Bearings.....

14 Journals & Bearings.....

15 Levers.....

16 SCAVENGE BLOWERS.....

17 SUPERCHARGERS.....

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts.....

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).....

20 STEAM COMPRESSORS.....

21 CLUTCHES & HYDRAULIC COUPLINGS.....

22 REDUCTION GEARING.....

23 THRUST BLOCKS, SHAFTS & BEARINGS.....

24 INTERMEDIATE SHAFTS & BEARINGS.....

25 HOLDING DOWN BOLTS & CHOCKS.....

26 CONDENSERS (MAIN & AUX.).....

27 STEAM RE-HEATERS.....

28 DE-SUPERHEATERS.....

29 STOP & MANOEUVRING VALVES.....

30 MAIN ENGINE DRIVEN PUMPS.....

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.....

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to be retained as classed without fresh record of survey, subject to the entablature of the steam driven auxiliary engine being repaired not later than the end of March, 1960. Engine not to be used meantime, and tugs employed as necessary when vessel manoeuvring in port.

Date of Committee

Decision

TUESDAY - 1 MAR 1960

As above subject

Noted for Header

James A. Anderson.

Engineer Surveyor to Lloyd's Register of Shipping



32 Essential Independent Pumps (Identify by position) .....  
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....  
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....  
38 Independent Air Compressors, Coolers & Safety Devices.....  
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....  
41 Oil Fuel Tanks (Not forming part of hull structure).....  
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position) (Steam driven) +

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ..... AUXILIARY, DONKEY or PRESS.....  
Superheaters .....  
Safety Valves .....  
Mountings, Doors & Fastenings.....  
Safety Valves Adjusted to { Sat.....  
Spt.....  
Boiler Securing Arrangements.....  
Main Economisers..... Exhaust Gas Heated Economisers.....  
Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to .....  
Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main ..... Auxiliary (over 3 in. bore).....  
Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

+ The Chief Engineer reported that when on the African Coast fractures were found in the entablature of the steam driven auxiliary engine in way of the guides and the vessel had continued the voyage using the two Diesel auxiliaries, one of which was sufficient for essential services at sea. They were also sufficient for in port manoeuvring provided non-essential services were reduced to a minimum. Examination here disclosed considerable guide malalignment in H.P. & L.P. guides, and fractures in both at top and sides.  
The Owners' Representative stated that the vessel was proceeding to Japan for discharge of cargo and would then return to Hong Kong to be broken up.  
The Diesel driven generating sets were examined under working condition and found satisfactory.

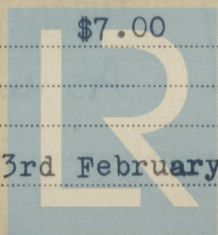
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Survey fees ... \$120.00

Damage fee ...

Expenses... \$7.00

Date when A/c rendered 3rd February, 1960.



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