

Rpt. 9B

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

15 DEC 1962

Ship's Name SS/~~MS~~ "CLAN MURRAY"

Gross tons 7301

Is there a rpt. 8? None

Port Manila

Rpt. No. 4541

No. of visits 6

First date 30 Oct. 1962 Last date 3 Nov. 1962

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith?

Last rpt. (H.Q. only) 20937 cal

Date of completing rpt. 3 Nov. 1962

Surveyed at, if different from Port above

Is a rpt. 9A attached? None

MN

Nature of survey Damage- Wear & Tear

Survey fees P650.00

Damage fee

Expenses P250.00

S.A. fee

DOCKING

Propeller

Sea connections

Oil gland

Fastenings

Wear down of stern bush

Has screw/tube shaft been drawn?

Date of examn.

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves adjusted to { Sat { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

Survey

E. R. Sanderson

E. R. SANDERSON

Surveyor to Lloyd's Register of Shipping

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

MONDAY 28 JAN 1963

See Wreck Rpt.

Lloyd's Register Foundation

002947-003005-01862

ALSO FOR

STP TOR

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HEADER

CERT

12 DEC 1962

pers shown
be counted from forward.

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

| PROPULSION (State Port—P, or Starboard—S) | | AUXILIARY |
|--|--|-------------------------------------|
| Total kW or kVA | | Total kW or kVA |
| 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 & motors |
| j Magnetic couplings | | s Navigation light indicators |
| k Air gap | | |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

At the request of the Captain & Agents, I attended on board the vessel whilst afloat and at anchor in Manila Bay on the 30th October 1962 and subsequent dates, for the purpose of examining the damage to the check valves of the centre and starboard main boilers and also the damage to the forward boiler feed pump, due to wear and tear.

"It appears that in the course of the voyage to the vessel's destination in Japan and after leaving Singapore on or about the 20th October, 1962 considerable trouble was experienced in maintaining water level in the two main boilers. The port boiler being out of commission apparently due to damage which occurred in Calcutta during the earlier part of the voyage. The boiler feed check valves of the centre and starboard boilers being in such poor condition that the water level could not be maintained and full boiler pressure and temperature was leaking back to the boiler feed pump. The forward boiler feed pump cover of the water end being in apparent damaged condition rendered this pump inoperable. The difficulty of maintaining water level in the boilers continued until the 28th October, when conditions with regard to the boilers had developed to such an extent that the Master and the Chief Engineer decided to divert the vessel towards Manila in order to effect repairs to the feed check valves of the centre and starboard boilers and the forward boiler feed pump."

I attended on board shortly after the arrival of the vessel at the outer anchorage and examination indicated that the check valves

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations existing particulars in the Register Book should be reported above.

9B (cont.)

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Port Manila

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of the centre and starboard boilers were in very poor condition and boiler pressure leaking back to the after boiler feed pump.

The centre boiler was subsequently blown down and the main and auxiliary check valves opened up and examined when it was found that the main check valve lid of the centre boiler was completely broken and the valve seat partly damaged. The auxiliary check valve was also found to be badly broken and useless. The main check valve seat was refaced and a spare lid fitted. The auxiliary check valve was refaced and a new valve lid made and fitted after which the centre boiler was filled with fresh water and steam slowly raised. After sufficient head of steam had been raised in the centre boiler the starboard boiler was shut off and blown down.

An examination of the main and auxiliary check valve lids of the starboard boiler showed these to be completely broken and useless. It was found necessary to remove the main check valve body from the boiler in order to repair by building-up and refacing of the valve seat. A new valve lid was made and fitted. The auxiliary check valve seat was refaced and a new valve lid was also made and fitted.

Meanwhile, the damaged cover of the water end of the forward feed pump had been removed for repair when it was noted that a repair effected to this cover previously had failed in way of the packing gland. This was removed to the workshop and satisfactory repairs carried out by brazing and machining and refitted in place.

One of the valve securing studs of the suction and delivery valve chest was also found to be broken and was renewed.

All of the above work was satisfactorily completed on the 3rd November, 1962 and the vessel proceeded on her scheduled voyage to Japan where, I understand, after discharging her present cargo of scrap, she will be turned over to the ship breakers.

Attached herewith and forming part of this report are:

- Two (2) sets of 3 Photographs.
- Two (2) copies of the Master's Statement to the Owners.
- Two (2) copies of Chief Engineer's Letter to the Owners.
- Two (2) copies Extract of Deck Log.



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