

COPYCopy of Master's Statement to Owners.**"CLAN MURRAY"**

Gentlemen:

The vessel left the oil wharf at Pulo Bukom, Singapore, at 440 hours on 20/10/62 as soon as bunkering had been completed, but had to proceed to the anchorage to renew the studs in the ship side blow down valve, being full away on passage by 1900 hrs.

After getting clear of the Singapore Straits, the Port boiler was again brought into operation, but I am sorry to say that after steaming for about 30 hours, although the speed was increased by about 3/4 Kt. it was found that it was still using far more water than we could supply and the use of this boiler had to be discontinued.

Good weather was enjoyed on the passage for the first five days, but by the time that 12 N. Latitude had been reached the wind had increased gradually to force 6, with a heavy swell. Up to this time the average for the passage was over 8 Kts. From 12 N. the speed came down to 5.3 Kts. owing to the weather condition, typhoon Gilda being in the offing and having its effect on our weather. Fortunately the typhoon recurved to the north and eventually eastwards before crossing the Luzon peninsula and so no action was necessary.

On 28/10/62 at 1957 hrs it was necessary to stop as the Engineers were not able to keep the boiler feed water up. This was due to the fact that the feed pump would not draw from the double bottom tanks.

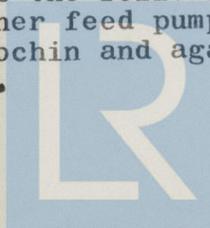
It transpired that the main check valves on both boilers were leaking back to the pump causing it to overheat, to the extent that the bucket rings had collapsed. The vessel had therefore been stopped in order that the blank flange in the line to the sea could be removed and the pump cooled and the boilers fed with sea water.

During this time the steam pressure fell back to such an extent that by 2050 hrs there was a complete shut-down, including the lights.

During this time the vessel was laying in the trough of a heavy NNE'y swell and rough sea, rolling heavily.

By 2320 hrs sufficient steam had been raised on one boiler to re-start the generator.

New bucket rings were fitted to the feed pump and the vessel was able to get under way by 1023 hrs the following morning, full away being rung at 1032 hrs. The other feed pump, the forward one which had already been repaired in Cochin and again in Calcutta had collapsed earlier in the passage.



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Master's statement - cont'd.

After getting under way, I had discussions with the Chief and Second Engineers, who explained the position to me and strongly recommended that as the vessel was now running on the auxiliary check valves and only one feed pump workable, we were in a very vulnerable position as should any further trouble arise the vessel could well be lost.

In view of the above information it was decided to put into Manila, being the only port where I could expect any facilities in the area.

The vessel was at this time in a position about 200 miles NNW of Manila and was put about to head for that port, you were advised by radio and Messrs. Ker & Co. Ltd. Manila were also advised of my ETA and the reason for my call. The Charterers Agent in Osaka was also advised by radio.

I expect to arrive at the Quarantine Anchorage at about 1830 hrs tonight and it is intended to blow down the centre boiler on arrival and as soon as the check valve has been repaired (by the ship's engineers) steam will be raised and the starboard boiler blown down for the same purpose.

During this time the shore engineering firm will be attending to the forward feed pump, probably fabricating a new cover.

The above work will probably take about 3 days.

I had estimated that I would just have the right amount of oil fuel on board for the remainder of the ship's life, but with the extra steaming and time in Manila it will now be necessary to take oil in Osaka just what quantity remains to be seen after the vessel arrives at that Port, and the duration of stay there, but I think it would be advisable if you were to stem her for a hundred or so tons and then I will take only the minimum requirements from that. I will, of course confirm to you by cable after arrival the exact position regarding oil fuel and ETA Gurai.

The Chief Engineer will be forwarding a report to the Engineer Superintendent's Office as soon as the repairs have been decided upon and got under way.

Manila
29 / 10 / 62

Gentlemen,

The vessel arrived at the Quarantine anchorage and anchored at 1837 hrs. and the Doctor, who was standing off awaiting, boarded at once.

The Pilot boarded as soon as Pratique was granted and the vessel moved to the general working anchorage where she was anchored by 1957 hrs.

The Agents, Lloyd's Surveyor, and the repair Engineering boarded as soon as the vessel was anchored.

I am enclosing Average form for the passage.

I am, Gentlemn,
Your Obedient Servant

Master

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