

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

(Received at London Office 10 APR 1928)

Date of writing Report 2.4.28 19 When handed in at Local Office 4.4.28 19 Port of Marseille

No. in Reg. Book 29716 Survey held at Port de Bone & Marseille Date, First Survey 23-1-28 Last Survey 24-3-28 19 (No. of Visits 13)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. SEA "MURTON".

Tonnage { Gross 4974 Vessel built at Newcastle By whom Palmer's Co. Ltd When 1920-11
 Net 3112 Engines made at Newcastle By whom Palmer's Co. Ltd When 1920

Nominal Horse Power 453 Boilers, when made (Main) 1920 (Donkey) ✓

No. of Main Boilers 35B Owners Marseillaise de Nav. à Vap. Owners' Address Port Marseille Voyage W.C. AFRICA.

No. of Donkey Boilers ✓ Managers Lie Fraissinet (if not already recorded in Appendix to Register Book).

Steam Pressure— in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Port de Bone & D.D. No 7. MBL.

in Donkey Boilers ✓

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned or approved.	Machinery and Boiler Surveys (including date of N.B., if any).
✱ 100A.1. 5, 27.		✱ L.M.C. 11, 25.
SN 1. - 25.		B.S. 8, 26.
		T.S. O.L. 11, 25.

FITTED FOR OIL FUEL 1/20 P.P. ABOVE 150° F.

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) L.M.C (PART).

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes.

Do. " 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes. , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? No plugs fitted , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? ✓

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? ✓

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 4 1/2".

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? B.S. Not Complete.

B.S. To complete the survey the port & starboard furnaces of the Starboard Boilers require setting up, both being considerably deformed, (the port furnace in particular).

B.S. NOW DONE. The Port, Centre, & Starboard main boilers completely examined internally & externally, together with mountings, safety valves, manhole doors & fastenings, & steam pipes. The boilers are in good condition with the exception that the port & starboard furnaces of the Starboard boiler are considerably deformed. All safety valves adjusted to working pressure of 180 lbs under steam.

NOTE At the special request of the Owners it was agreed to defer these repairs until the vessel's return to Marseille sometime during the month of June 1928.

REPAIRS. All mountings & safety valves overhauled & ground in. Internal feed pipes in port & starboard boilers repaired. 1 Length of Main Steam pipe for forward Boiler modified, annealed & tested to 2 x W.P., 1 new Cast Iron branch piece fitted, & Steam Stop Valve for Palm Oil Cargo pumps fitted after testing to 2 x W.P. (26 Kgs). Main Steam pipe marked:—

General Observations, Opinion, and Recommendation:—

The machinery & Boilers of this steamer are now in good & efficient condition & eligible to remain as classed with record of survey ✱ LMC-3, 28 Subject to Port & Starboard furnaces of the Starboard Boiler being set up before 30th June 1928 as arranged with Owners Representatives.

Survey Fee (per Section 98) £5.10.0 Fees applied for 29-3-1928

Special Damage or Repair Fee (if any) (per Section 28) £.7.0

Travelling Expenses (if chargeable) £. Received by me, 24.4.1928

Committee's Minute TUES. 24 APR 1928 TUE. 4 SEP 1928 TUE. 18 DEC 1928

Assigned + L.M.C 3:28 Subject

CERTIFICATE WRITTEN

Lloyd's Register Foundation

007714-007721-0064 1/2

Blanc 8.27 K.H. 0102

due 1.28 held

subject to the part +

Starboard furnace

of the Starboard

Boiler being repaired

before the end of

6.28.

30/1

1/1/28

2/1/28

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through; to the other side.

AT THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

pt. 9a. II.

port of Marseille.

STEEL SC. STR. "MURTON"

Continuation of Report No. 6630 dated 4.4.28 on the

B.S. REPAIRS CONT^d LLOYD'S TEST 26K^o N^o 317 - 19.3.28. Cast Iron Branch Piece stamped in similar manner N^o 318 - 19.3.28, & Steam Stop Valve N^o 319, 19.3.28.

M.S. Survey Complete.

NOW DONE (M.S.) Cylinders, pistons & rings, slide valves, Crank, Thrust, & intermediate shafts, pumps & Condensers all opened cleaned & examined.

The screw shaft & propeller & fastenings, examined in place & found in good order. (Screw shaft not due for Survey)

Sea cocks & valves opened cleaned & examined together with fastenings. Pumping arrangements in general examined & all found or put in efficient working order.

REPAIRS. New brass seat fitted in after bilge pump suction chest, chest rebored. 3 New Ramsbottom piston rings fitted to M.P. piston, new piston valve fitted Centrifugal Circulating pump engine. Oil grooves recut & bearings dressed in thrust shoes, main bearings & bottom ends of Connecting rods as required.

J. Hechmann