

10 FEB 1964

Ship's Name SS/MX "MUSWELL HILL" Gross tons 7131

Is there a rpt. 8? Yes. Port Piraeus Rpt. No. 10768

No. of visits 13 First date 12.11.63 Last date 24.1.64

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)

Date of completing rpt. 30.1.64 Surveyed at, if different from Port above Syra

Is a rpt. 9B attached? Yes MN 450 Nature of survey ES, DS, TS (CL), MBS, SPS, Elect. Equip.

Survey fees	Damage fee	Expenses
ES £81. 5. 0		£ 18.16. 0
TS 10.10. 0	Elect. Inst £15. 0. 0	
MBS 41. 5. 0	Rprs 10. 0. 0	
SPS 10. 0. 0		S.A. fee -

All part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods HP & IP - Good. LP cylinder +
- 2 Valves & gears All Good.
- 3 Con. rods, top ends & guides centre All Good. ~~XXX~~
- 4 Crankpins & bearings centre All Good. ~~XXX~~
- 5 Journals & bearings All Good.

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods 12 Con. rods & top ends
- 13 Crankpins & bearings 14 Journals & bearings
- 15 Levers

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts
- 17 Reduction gearing
- 18 Scavenge blowers
- 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of ES 1,64, TS(CL) 11,63, MBS 1,64 & SPS 1,64, without special condition regarding the electrical installation being repaired by 3,63 or the electrical circuits in the cargo holds and forward stores being disconnected but subject to the L.P. cylinder upper steam port ribs (Metalock repaired) being specially examined and to the main condenser water box being specially examined and dealt with as necessary by 2,65 (12 months).

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

John Wood
Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY = 4 MAR 1964

Minute

ES 1. 64 Subject
TS 11. 63 MBS 1. 64
SPS 1. 64

013850-013858-0018 1/2

ALSO FOR
SPL FOR
TR. <i>Rusicle</i>
SRL
POSTING
HEADER
CERT

Lloyd's Register Foundation

20	XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX	Thrust blocks shafts & bearings	Good.	
22	XXXXXXXXXX XXXXXXXXXX	Intermediate shafts & bearings	Good.	
24	XXXXXXXXXX XXXXXXXXXX	Condensers (main & aux.)	Aux.-Good, Main +	
26	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX (XXXXXXXXXX)		
28	XXXXXXXXXX XXXXXXXXXX	Forced draught fans	Good.	
30	Stop & manoeuvring valves	Holding down bolts & chocks	Good.	32 XXXXXXXXXX XXXXXXXXXX
33	Main engine driven pumps		All-Good.	
34	XXXXXXXXXX XXXXXXXXXX			35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) Yes-Good.

State
Port P. or
Starboard S.

36 Essential independent pumps Main S.W. circulating pump; Ballast pump; General Service Pump; Both Feed pumps; Both O.F. Burning unit pumps, Oil Fuel Transfer pump and Emergency Fire pump - All Good.

37 Bilge, ballast & oil fuel suction lines, fittings & controls Good. 38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? Yes-Good.

39 ~~XXXXXXXXXX~~ 40 ~~XXXXXXXXXX~~
Both O.F. Burning unit & 42 Feed water filters Good.
41 Heaters (state service) F.W. Heaters-All Good.

43 ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~ 44 ~~XXXXXXXXXX~~

45 ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

46 ~~XXXXXXXXXX~~
~~XXXXXXXXXX~~

47 Oil fuel tanks (not forming part of the hull structure) Settling Tanks P & S Good.

48 Have all evaporators safety valves been tested under steam? Yes. 49 Evaporators Good. 50 ~~XXXXXXXXXX~~

51 Fire extinguishing arrangements Good. 52 Steering machinery Good. 53 Windlass Good.

AUXILIARY ENGINES Both steam driven generator engines, Forced draught Fan engine, S.W. circulating pump engine, Emergency Fire pump engine- All Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Engine Special Survey

Wear & Tear Repairs:

Main Engine. All (3) bottom end bearings, found with whitemetal cracked, and L.P. ahead eccentric strap, all remetalled.

+LP Cylinder found with cracks in both ribs of the upper steam ports and extending into the body of the casting has now been repaired by the Metalock process. The repair appears to be efficient but it is recommended that it be specially examined at the end of February, 1965.

Auxiliaries-Engine driven pumps: Both rams machined and glands renewed. Suction valve box of forward pump renewed. General Service pump water end rebored. Outer discharge valve seats, found slack in casing, renewed and fitted in false seats pressed into machined casing.

Auxiliary condenser found with inboard door corroded, fitted with new one fabricated from 10 mm steel plate. Three leaking tubes also renewed.

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 in existing particulars in the Register Book should also be reported above.

Cont/...

Identify
by
position

Ship's Name SS/~~MS~~ "MUSWELL HILL"

Port Piraeus

Rpt. No. 10768

Bilge and Ballast suction lines in engine room and holds partially renewed.

Windlass: Both cable lifters renewed.

+ Main condenser found wasted and holed in branch for connection from ballast pump. The defective branch and part of the side of the water box has been cut away and a new fabricated section bolted on to good metal. The repair was tested at 50 lbs./sq.in. and under working conditions, and the condenser is efficient meantime but it is recommended that it be specially examined and dealt with as necessary at the end of February, 1965 (12 months).

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