

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 £ 18.16. 0  
 ES £81. 5. 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 -

## 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.)

Date of Committee

Minute

WEDNESDAY - 4 MAR 1964

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

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TR

SRL

POSTING

HEADER

CERT



20	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	21	Thrust blocks shafts & bearings	Good.	
22	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	23	Intermediate shafts & bearings	Good.	
24	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	25	Condensers (main & aux.)	Aux.-Good, Main +	
26	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	27	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>		
28	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	29	Forced draught fans	Good.	
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	Good.	32 <del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>
33	Main engine driven pumps			All-Good.	
34	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>	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	<del>XXXXXXXXXX</del>		40	<del>XXXXXXXXXX</del>	
41	Heaters (state service)	Both O.F. Burning unit & F.W. Heaters-All Good.	42	Feed water filters	Good.
43	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>		44	<del>XXXXXXXXXX</del>	
45	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>				
46	<del>XXXXXXXXXX</del> <del>XXXXXXXXXX</del>				
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.
51	Fire extinguishing arrangements	Good.	52	Steering machinery	Good.
			53	Windlass	Good.

Identify  
by  
position

**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/...

Register  
Foundation



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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