

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 25 APR 1947)

Date of writing Report 24th APRIL 1947 When handed in at Local Office 19. Port of DUBLIN.

No. in Reg. Book. 60867. Survey held at RUSHBROOK. Date. First Survey 20th FEB. Last Survey 22nd APRIL 1947. (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel TWIN S.E. "MURCHU"
Gross Tonnage 323 Vessel built at DUBLIN By whom DUBLIN DOCKYARD CO. Year. Month. 1908-7
Net Tonnage 111 Engines made at GLASGOW By whom D. ROWAN & CO. When
Nominal Horse Power 140 Boilers, when made (Main) 1908 (Donkey)
No. of Main Boilers 158 Owners GOVERNMENT OF IRE (DEPT. OF AGRICULTURE) Owners' Address
No. of Donkey Boilers 4 Managers (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 185 LB. Port DUBLIN Voyage
in Donkey Boilers
If Surveyed Afloat or in Dry Dock RUSHBROOK DRY DOCK. (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
TA1 WITH FRESHBOARD		TLK 10.39
1.4.1945		BS 3.45
S.S. DUB. No 3-10.39.		TS 66 1.47
EXAMINED 3.45.		
For Irish Channel Service laid up pending survey		

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING

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.

Where 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Do not state for what reasons BOILER EXAMINED. What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler 21st JANUARY, 1947.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush P 7/8 S 7/8.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in dry dock for examination of damage alleged to have been sustained through banging and bumping Quay Wall at Howth wharf during gales 4th to 6th February 1947.

Work done: Examined Propellers (B) and outside fastenings machinery generally examined and found in good order.

This vessel has been sold to Messrs Hammond Lane Metal Co. Ltd. Dublin and is to be broken up on arrival at Dublin.

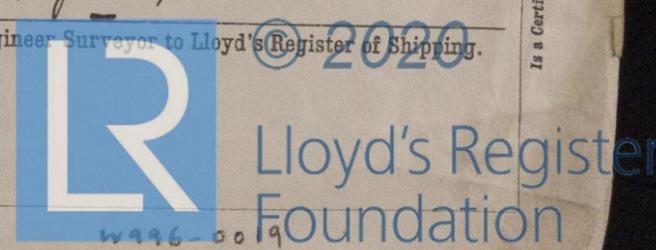
General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

seen is in efficient condition and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
Travelling expenses (if chargeable) £ : :
R. B. Grier
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute [X] 30 MAY 1947
Assigned Defered



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to