

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

Date of writing Report *14th April 1894* When handed in at Local Office *18* Port of *London*

No. in Reg. Book *857* Survey held at *London* Date, First Survey *18th Jan.* Last Survey *7th April 1894*

on the *Port D. Br.* of the *Wood, Iron or Steel* *S. S. "Murex"* Master *F. Barry*

Tonnage { Gross *3564* Vessel built at *W. Hayleport* By whom *W. Gray & Co. (Linn.)* When *1892* 7th MONTH

Net *2329* Engines made at *Do.* When *1892* Boilers, when made (Main) *1892* (Donkey) *1892*

Registered Horse Power *299* Owners *Mr. Samuel & Co.* Port *London* Voyage *—*

No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock ☒ (State name of Dock.)

Steam Pressure in Main Boilers *160* in Donkey Boilers *100*

Last Survey No. *5309* Port *London*Particulars of Examination and Repairs (if any) *Repair of D.B.*

(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.)

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

CHARACTER	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey, Date of last Survey and of Periodical Surveys.		
<i>+100 A 1.</i>	<i>1.94</i>	<i>+4. M.C.</i>
<i>Carrying petroleum</i>		<i>7.92</i>

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

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 Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

arrival - time not stated.

The fire-box of the Port Donkey boiler having partly collapsed, the boiler was taken ashore and the fire box removed, fanned and re-riveted and six 1 1/2" stays fitted in lower part where fanned. The boiler was tested by hydraulic pressure to 150 lbs and, in our opinion, is now safe for the original pressure of 100 lbs.

General Observations, Opinion, and Recommendation:— *The above is reported for the*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, P.S. 9, 92, B.S.M.S. 9, 92 or M.C. 9, 92, as the case may be.)

information of the Committee.

Office or Registration Fee (per Sec. 27)	£	1	1	Fees applied for
Survey Fee (per Section 28)	£	1	1	18
Special Damage Fee (per Section 28)	£	1	1	
Travelling Expenses (if chargeable)	£	1	1	Received by me,
				18

*State if Certificate is required

Committee's Minute

FRI 20 APR 1894

Assigned

As now

Mr Salmon & R. Elliott
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

has submitted that
this vessel is eligible to
be used as a classroom.

1. The
17/4/64

Why better than has
been expected, but it
has not yet been fitted out

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

THE SUBVARIABLES ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

8/1/64