

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

5 JUL '94

Date of writing Report *July 3 1894* When handed in at Local Office *18* Port of *London*  
 No. in Reg. Book. *899* Survey held at *London* Date, First Survey *11<sup>th</sup> June* Last Survey *27<sup>th</sup> June 1894*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "MUREX."* Master *Parsons*  
 Tonnage Gross *3564* Net *2329* Vessel built at *D. Hartlepool* By whom *W. Gray & Co* When *1892* 7.  
 Registered Horse Power *299* Engines made at *D.* When *1892* Boilers, when made (Main) *1892* (Donkey) *1892*  
 No. of Main Boilers *5* Owners *M. Samuel & Co* Port *London* Voyage  
 No. of Donkey Boilers *2* If Surveyed Afloat or in Dry Dock *Green Dry Dock*  
 Steam Pressure in Main Boilers *160 lbs* (State name of Dock.)  
 in Donkey Boilers *100 lbs*

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned new or renewed.	Machinery and Boiler Survey (including date of N.B., if any).
<i>100 A.I.</i> <i>1.94.</i> <i>Carrying Petroleum in Bulk</i>		<i>L.M.C.</i> <i>7.92.</i>

No.

Last Survey No. *55347* Port *Lon.*

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verification 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.)

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?

Completed

*Examined propeller, stem bush, & sea connections fastenings, found one blade of propeller broken off about 2 feet from the tip. This blade was said to have been broken by striking the bank of the Suez Canal. A new propeller has now been fitted. The Port Donkey Boiler after being repaired (see London report No. 55347) has now been placed on board & the safety valves adjusted under steam to 100 lbs pressure per sq.*

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as seen in good condition & in our opinion the vessel is eligible to remain as classed*

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for  
*14/8 18 94*  
 Received by me,  
*15/8 18 94*

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

\*State if Certificate is required

Committee's Minute *FR 5 JUL 1894*Assigned *As now*



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.

It is submitted that  
this vessel is eligible  
to remain as CLASSED

on and a propeller hull keel  
bottom—  
a new propeller was fitted

M.A.

5-7-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.