

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

(Received at London Office) SAT. 20 JAN 1894

Date of writing Report *19th Jan. 94* When handed in at Local Office is *Port of London.*
 No. in Reg. Book. *857* Survey held at *Tilbury* Date, First Survey *13th Jan.* Last Survey *17th Jan. 1894*
 on the Machinery of the *Wood, Iron or Steel S.S. "Murex"* Master *J. G. Scott*
 Tonnage { Gross *3564* Vessel built at *West Hartlepool* By whom *W. Gray & Co.* When *1892* MONTH *7.*
 Net *2329* Engines made at *Do.* When *1892* Boilers, when made (Main) *1892* (Donkey) *1892*
 Registered Horse Power *299* Owners *M. Samuel & Co.* Port *London* Voyage *Batoum.*
 No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Tilbury dry.*
 Steam Pressure in Main Boilers *160*
 in Donkey Boilers *100*

Last Survey No. *687* Port *Marseilles* *D.B. Repair*
 Particulars of Examination and Repairs (if any) *Condition*

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)
<i>100 A1</i>	<i>5.93</i>	<i>L.M.C. 792</i>
<i>Carrying Petroleum in bulk.</i>		

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*
 Do. " Donkey " " " *Port D.B. only.*
 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? *No.*
 At what pressure were they afterwards adjusted under steam? *Not adjusted*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No.*
 To what pressure were they afterwards adjusted? *Starb. & B. valves re-adjusted to 100 lbs.*
 If the Survey is not complete state what arrangements have been made for its completion? *Port donkey boiler to be placed on board*

(after repairs) on return of vessel to this port
 Vessel placed in dry dock - sea-connections, propeller & its fastenings examined & found in good order.
 The port donkey boiler (mentioned in Mol. Rpt N° 687) has now been removed from the vessel to effect repairs & will be replaced on board on vessel's return. At request of owners representative the safety valves of starb. donkey boiler were re-adjusted to their original press. (viz. 100 lbs)

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in our opinion, to remain as classed without fresh record of survey.*

Office or Registration Fee (per Sec. 27)	£	18
Survey Fee (per Section 28)	£	18
Special Damage Fee (per Section 28)	£	
Travelling Expenses (if chargeable)	£	

Fees applied for
 Received by me,
 18

R. Elliott & Co.
 Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute *TUES. 23 JAN 1894*
 Assigned *As now subject to,*

State if it is also sent on the Ship or if not, when, on, will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible to
remain AS CLASSED. Subject to the opinion
to the Port Surveyor, with

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and damaged, and the ^{weight}
behoes it adjusted, after
the Surveyor's opinion. As per
on board the vessel

P.A.

22-1-04

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.