

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 10. When handed in at Local Office 27 DEC 1900 Port of Newcastle

No. in Reg. Book. 1045 Survey held at Newcastle Date, First Survey Oct 26 Last Survey Dec 19 1900

the Wood, Iron on Steel 1/2 Murex Master Halliday

AGE:- 3564 Built at West Hartlepool By whom Wm Gray & Co. When 1892-7

UNDERS 3066 Owners Shell Transport & Trading Co. Ltd. Port belonging to London

NET 2329 Owners Address M. Samuel & Co. (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Yes Name of Dock Wallsend Dock Destined Voyage Batoum

WB=CellDorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5948 Port Ham

Periodical Surveys, when held, must be reported in detail and verbatim 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

CHARACTER. No. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned Surveyed	Machinery and Boiler Surveys (including date of N.R., if any).
+ 100A1 11-99		+ LMC 11-96 BS 6-99
Carrying petrol in bulk SS No. 1-96		
Society's Freeboard (if assigned) as painted on Ship and now verified	4	10

REPAIRS, OR EXAMINATION AS PER RULE, FOR 3 Survey No 2

Vessel placed in graving dock, holds peaks & bunkers cleared
Holds, peaks, bunkers, Ballast tanks, cofferdams, decks, windlass, masts
Bottom under equipment all examined. Ceiling in bunkers holds lifted
Peaks, cofferdams ballast tanks in engine boiler space examined inside
out with a view to being utilised for carrying oil fuel.
Fore peak middle line bulkhead stiffened & bracketed to stringers at fore end.
Ballast tank under boilers found to be much wasted, boilers shored
up, tank all cut out with the exception of middle line keelson
28 floors 6 margin plates, 8 outside brackets tank top all renewed.
10 bunker deck plates, 4 vertical stiffeners & 5 cross tie bars in bunkers

all

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	✓							
Removed and Faired or Repaired ...	✓							
Faired or Repaired in place ...	✓							

PRESENT CONDITION OF THE

	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Inner Bottom Plating	Engine Room Skylights	(State if on Vell.)
Caulking of Decks	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Waterways	State if Tanks now tested	Scuppers	Boats
Coamings	Bulkheads	Cargo Hatchways	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Hatches	Condition, how ascertained
Outside Plating	Cement or Asphalt	Planking of Wood Vessels	(State if wedges removed)
Caulking of ditto	Rudder	Caulking ditto	Sails
Rivets	Windlass	Treemills ditto	Equipment letter
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Breasthooks & Stomson ditto	Anchors, No. of
Transoms	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	" length
Reverse Frames		Ditto ditto at other places ditto	" Rule length
Floors		Stringers, Clamps & Shells ditto	" (on board) size
Keelsons		Salting ditto	" Rule length (per Table 28) size
		(State if examined.)	Hawsers & Warps
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel now appears to be in good efficient condition eligible in my opinion to receive the record of Survey 12-00 and the notation ss Nure No 2-00 in the Register Book.

Office Fee (if chargeable) per Scale XX. Sec. 27 £

Survey Fee (per Section 28) £ 7 14

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £ 6 6

Second Surveyor's Fee (if any) £

Fees applied for,

27 DEC 1900

Received by me,

31-12-00

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character Assigned

HULL CERTIFICATE

WRITTEN 3/101

TUES. JAN 1 1901

+ LMC 9 00
White Own 30 3/101

100DA Carry? Petrol in bulk
No. 2-00
Fitted for burning liquid fuel

Port of *Newcastle-on-Tyne* Continuation of Report No. *41033* dated *27 DEC 1900* on the

S. Murex

all renewed. Wood upper deck in way of engine boiler casing renewed for 70 ft. Two new hawse pipes fitted, old pipes much worn.

Spar ceiling fitted on fore peak and copperdam bulkheads up to level of main deck.

Air pipes fitted to all oil fuel compartments settling tanks.

Settling tanks for oil fuel fitted in upper deck bunkers, tanks tested by 12 ft. head of water before being placed on board.

Peaks, copperdams ballast tanks tested with head of water as required by the Rules found tight & sound.

All cargo tanks tested with head of water as required by the Rules.

Freeboard verified, bottom cleaned & coated.

The oil fuel to be used is Borneo oil of a flash point not less than 200°F.

R. H. A. G.