

SHIP'S NAME

"S. S. Murex"

Report Newcastle No. 41033

marks of the CHIEF ENGINEER SURVEYOR for the consideration of the Classing Committee.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

SPECIAL SURVEY OF MACHINERY AND BOILERS FOR S.S. No. 2

This Survey, due 7.00, partly held at Hamburg 9.00

has now been completed, and the following repairs done (due

to wear & tear, Slight repairs to engines & boilers.

Vessel fitted to burn liquid fuel in the main & donkey boilers

No sparring fitted above the level of the main deck to prevent possible damage to cargo through leakage from the oil bunker. The vessel left the Tyne burning coal, but it is intended to commence burning liquid fuel about the middle of January next

It is submitted that the vessel is worthy to have the record

LMC 9.00 as recommended. "Fitted for burning liquid fuel"

and it is understood that the Owners do not intend to carry oil fuel above the level of the tween deck. If however it is intended to fill the cofferdam with oil fuel above the tween deck, it will be necessary to fit sparring to the top height of the cargo spaces & the Certificate of Classification should be issued on this understanding.

J.S.

29.12.00