

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

(Received at London Office,)

TUES 3 APRIL 1888

No. *220* Date of Writing Report *3. 4. 88* 188 Port of *London*
 No. in Survey held at *London* Date, first Survey *Mar. 22* Last Survey *Apr. 2* 1888
 Reg. Book. (No. of Visits *4*)
220 on the Machinery of the *S. S. "Egyptian Monarch"* Master *Tons* *2552 Net*
3916 Gross
 If Surveyed Afloat or in Dry Dock *Aft. Millwall* Vessel built at *Dumbarton* in 1880 Engines made in 1880
 (State name of Dock.)
 N.H.P. *500* No. of Main Boilers *3* Made in 1880 Donkey Boiler made in 18 Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *lbs.*; Owners *L. Wilson Sons & Co.* Port *London*.
 Last Survey No. *100 A1* Port *London* Class of Vessel and Machinery *100 A1-L.M.C. 12.84.*
 (As in Register Book.)

Particulars of Repairs and Examination *In Annual Boiler Survey.*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any),
 and make a thorough examination at this time? *Yes*

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? *Yes*

*Two of the Main boilers examined internally & externally furnaces
 combustion chambers & small stays in good condition, shells
 more or less heavily under bottoms, some of the fore ends of long stays
 in Steam space somewhat corroded, others are made & will be fitted
 at first opportunity. The third boiler was under steam for French
 purposes. Two small boilers examined, some defective rivets in
 furnaces renewed, & a patch in furnace much refitted.*

Safety valves in good condition.

*Crank shaft examined, found to be dangerously flawed
 in No 3 & No 4 journal & after filler of crank pin. Recommended
 a new after half of shaft to be fitted, which has been done
 satisfactorily. & the Engines moved under steam when every
 thing was found to be satisfactory.*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*
 (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.)

*appears eligible to remain as classed. — The owners
 propose to submit the third (Port) boiler for survey on
 the vessel's return from her present intended voyage in 6 weeks
 from this date.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	2	✓	✓	188
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

Geo. B. Mureison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES 3 APRIL 1888

FRIDAY 15 JUNE 1888

Assigned

100 A1 as now without rearing

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State if a Report is also sent on the Hull of the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—3000, 22/12/87. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Substantive that this asset
is eligible to remain
as classed -

MP 3.4.88



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