

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

(Received at London Office,)

TUES 3 APRIL 1888

No. *122* 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. _____ Port _____ 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? _____

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? _____

*Two of the Main boilers examined internally & externally furnaces
 combustion chambers & small stays in good condition, shells
 more or less leaky 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 March
 purposes. Two which boilers examined, some defective rivets in
 furnaces renewed, & a patch in furnace mesh 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 run under steam when every
 thing was found to be satisfactory.*

General Observations, Opinion, and Recommendation:—

(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 Octob
 from this date.*

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

Geo. B. Merriison
 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 red ring*

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.



