

Date of writing Report 14-10-1935 When handled in at Local Office 19 Port of Rotterdam
No. in Survey held at Schiedam Date, First Survey 2-10-35 Last Survey 10-10-1935
eg. Book. on the Wood, Iron or Steel S/L "MUREX" (No. of Visits 7)

TONNAGE:—	Built at	By whom	When	YEAR.	MONTH.
GROSS 5030	Plymouth	A. M. Dockyard	1922	9	
UNDER DECK 5289	Owners	Anglo-Saxon Petroleum Co. Ltd.	Owners' Address	London	
NET 3400	Managers		(if not already recorded in Appendix to Register Book).		
		Port belonging to	London		

Surveyed Afloat or in Dry Dock? N.D. Name of Dock Sancti Spiritus Destined Voyage Sancti Spiritus

B=Cell D B or D Ba _____ feet; u E & B _____ feet; f _____ feet

al capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

Particulars of Classification (which must be inserted 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 tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, and of the inner bottom plating, especially in the boiler space.

1st Report, No. 92523 Port New

Logbook 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. H. 10. 9. 13

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Particulars of Classification (*which must be inserted
precisely as in Register Book & Supplements*)

CHARACTER.	Years used and expired.	Machinery and Boiler surveys. (including date of N.B., if any).
* For Special Survey. Date of last survey and of Periodical Surveys.		
+ 100 A1-434		+ LMC
Compass petroleum		M.S. 131
in bulk		B.S. 534
L.S. GLS. NO. 2-31		T.S. 9, 33
Fitted for oil fuel 9-22 etc		OK.

Society's Freeboard (if assigned) as
painted on Ship and now verified } ft ins.

✓ Was a damage report made by anyone else? If so, by whom? ✓
 AIRS, OR EXAMINATION AS PER RULE, FOR *Survey of drydocking, modified special survey*

This vessel has been submitted for a modified special survey as per Secretary's letter dated 23-9-35 in order to obtain a 6 months extension beyond the year of grace allowed for the S.S. R. 3.

Vessel placed on the punt on the New Waterway with cargo tanks loaded to the light waterline, bottom and sides examined and found tight, bottom and inside in good condition. In way of suction all cargo tanks doubling plates have been fitted on the outside, properly fastened by E.W.

ART OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

GENERAL CONDITION OF THE		CARGO TANKS, FEED TANKS.		AIR AND SOUNDING PIPES.		COPPER, OR Y.M. OF WOOD VESSELS	
Condition of Decks	efficient	State if Tanks have been examined inside		Air and Sounding Pipes	not examined	Copper, or Y.M. of Wood Vessels	(State if on felt).
Fastenings	good	State if Tanks now tested	15-6-9	Dblng. Plates under Sounding Pipes	" "	When put on, Month	Year
Plating	efficient	Bulkheads	efficient	Engine Room Skylights	good	Boats	good
" in way of sidelights	good	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"
Stops	"	Cement or Asphalt	not examined	Oil Bunkers	not examined	Condition, how ascertained	from deck
Frames	"	(State which.)		Scuppers	good	(State if wedges removed)	"
Lineals	efficient	Rudder	good	Cargo Hatchways	"	Sails	"
Stops	"	Steering gear and its connections	"	Hatches	"	Equipment letter	"
Bottom Plating	good	Windlass	"	Planking of Wood Vessels		Anchors, No. of	complete
		Have pumps now been examined and found efficient?	not examined	Caulking	ditto	Chain Locker	not examined
		Have Sluice Valves now been examined and found efficient?	"	Treenails	ditto	Cables (State if now ranged)	yes
		Have Watertight Doors now been examined and found efficient?	"	Breasthooks & Stemson	ditto	" length	270 mean diamr. 28
		Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	ditto	" Rule length	270 size 28
				Timbers of Frame at openings	ditto	Hawser & Warps	supplied
				Ditto Ditto at other places	ditto	Standing and Running Rigging	good
				Stringers, Clamps & Shelves	ditto		
				Salting	ditto		
				(State if examined.)			

eral 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 notification 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, 1,24" or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."

The general condition of the vessel is such that in our opinion her class may be continued until the 31st March 1956, with notation to carry "homogeneous" gages each side of the pump room", subject to E.W. repairs in aftermain pipe being specially examined next docking and permanent repairs effected to port and starb. A. Skrabek

ly Fee (per Section 29) <i>Discharge of</i>£	<i>f 180.00</i> <i>f 7.50</i>	Fees applied for, 14.10.19.35	<i>ward, when carrying out the S.S.</i> <i>B. Hensenburg & Johan der Neel</i> <i>12/11</i> <i>Surveyor to Lloyd's Register of Shipping.</i>
ial Damage or Repair Fee (if any).....£		Received by me, 12.11.19.35	
elling Expenses (if chargeable).....£			
nd Surveyor's Fee (if any).....£			

Committee's Minute
Character Assigned
Deferred
Write Own P.S. 10.35
L.O. 2/11

FRI. 1 NOV 1935

W.M.

FRI. 8 APR 1936
To be broken up
Write Own L.O. 4
Pex

Royd's Reg Foundation

S.S. "MUREX"

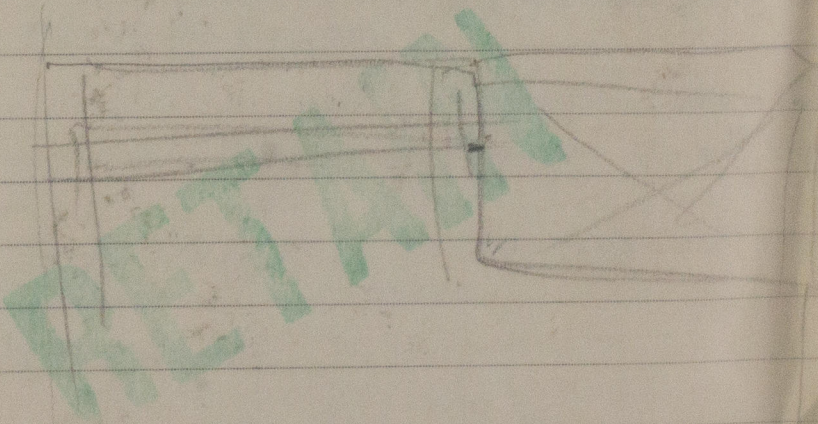
Local drillings in way of buttlaps of bottomplating proved satisfactory. E.W. repairs to maddermainpiece, referred to in S.R.L. specially examined and found sound. Nothing has been done this time to the other items, referred to in S.R.L.

All main cargo tanks, summertanks and both cofferdams examined and same found generally in efficient condition. In all tanks side bottomgirders strengthened between transverses by vertical bars full depth. In trunkspaces, between central bulkhead and trunkside as half height deep strong channelbars fixed as keel, connected to vertical transverses, to act as a compensation for wear and tear in structural parts in all tanks. These repairs are of a temporary nature.

Tanks 1, 5, 6 and 9 tested and endbulkheads found tight. Holds, pumprooms, engine- and boiler spaces, boilerbearers, both peak tanks and spaces above, bridge- and poop spaces, spare bunkers, decks, canings, hatches, windlars, steering gear and general equipment examined and found good. Chaincables ranged, examined and found good.

Annual freeboard survey held; a report to that effect is sent herewith. Interim certificate issued, copy attached

J. van der Veer



8.11.35
4/11/35