

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

No. 23976

(Received at London Office 15 OCT 1935)

Date of writing Report 16 October When handed in at Local Office 19 Port of Rotterdam
 No. in Reg. Book 30350 Survey held at Schuidam Date, First Survey 5 Oct. Last Survey 10 Oct. 1935
 on the Machinery of the ~~Wood, Iron or Steel~~ S/S. MUREX (No. of Visits 3)
 Tonnage Gross 5030 Net 3400 Vessel built at Portsmouth By whom H. M. Bickard When 1922-9
 Nominal Horse Power 522 Engines made at 1 By whom 1 When 1922
 No. of Main Boilers 3 Boilers, when made (Main) 1922 (Donkey) 1922
 No. of Donkey Boilers 1 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address London
 Steam Pressure in Main Boilers 180 lb. Managers 1 (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers 110 lb. 1 Surveyed 1 in Dry Dock 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 1 Port LondonParticulars of Examination and Repairs (if any) B.S. & Cond.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. H. 23-9-35.

In 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 why they were declined -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " " Donkey " " " Yes.

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? All parts accessible.

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? -

State latest date of internal examination of each boiler P. 5-10-35. S. FW & B. present condition of funnel good
8-10-35.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? - If so, state reason: -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft - State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light - fitted? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Vessel placed in drydock. Propeller, after end of shaft, stern tube and fastenings examined and found good.

Examined all main boilers and donkey boilers internally and externally, with mountings and safety valves and found in good order.

Main and auxiliary machinery examined under working conditions and found good.

General Observations, Opinion, and Recommendation: The machinery and boilers

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Being in good condition, we are of opinion that the vessel's machinery is eligible to remain as classed, with fresh record of B.S. 10-35.

Survey Fee (per Section 28) £ 62.50

Special Damage or Repair Fee (if any) (per Section 29.) £ -

Travelling expenses (if chargeable) £ 13.50

Committee's Minute

Assigned

Fees applied for 14.10.1935

Received by me, 12.11.1935

FRI. 1 NOV 1935

FRI. 8 APR 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W569-0168

As held.

It is submitted that
this vessel is eligible for
THE RECORD. 25/10/31.

25/10/31
29/10/31



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Foundation