

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

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

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) D.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.F.W. & D.B. present condition of funnel good. P-10-35.

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

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

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 being in good condition, we are of opinion that the vessel's machinery is eligible to remain as classed, with fresh records of P.B. 5 10-35.

Survey Fee (per Section 28) £ 62.50 Fees applied for 14.10.1935
 Special Damage or Repair Fee (if any) (per Section 29.) £ _____
 Travelling expenses (if chargeable) £ 13.50 Received by me, J. J. Schoor 12/11
 Committee's Minute _____
 Assigned _____ 10.35

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1-434</u>		<u>+L.M.C.</u>
<u>Langmij petroleum</u>		<u>M.P. 1.31</u>
<u>in bulk</u>		<u>B.S. 534</u>
<u>S.S. 4. NO. 2. 31</u>		<u>T.S. 9. 33</u>
<u>filled for oil fuel 9. 22. 35</u>		<u>C.L.</u>

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

Is a Certificate required? If so, to be sent to Bureau.



As held.

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

SA
29/10/31



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