

No. 57396

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

TUES. JAN 28 1896

(Received at London Office)

Date of writing Report 27th Jan'y 96 18 96 When handed in at Local Office 18 Port of London
No. in Reg. Book 842 Survey held at London Date First Survey Decr 31/95 Last Survey 25th Jan'y 1896
on the Machinery of the Wood, Iron or Steel S.S. "Southern Cross" Master A. Child
Tonnage Gross 5050 Net 3311 Vessel built at Belfast By whom Workman, Clark & Co. When 1892 YEAR. MONTH. 9
Registered Horse Power 511 Engines made at Do. When 1892 Boilers when made (Main) 1892 (Donkey) ✓
No. of Main Boilers Three Owners Wincott, Cooper & Co. Port London Voyage Australia
No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Thames dry dock
Steam Pressure in Main Boilers 140 (State name of Dock.)
in Donkey Boilers ✓

Last Survey No. Port
Particulars of Examination and Repairs (if any) Part S.S. N^o 1.

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Actual now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1.</u> <u>11.94.</u>		<u>L.M.C. 9.92</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " No S.B.
If this was not done, state for what reasons? Not opened for survey.
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? ✓
Did the Surveyor examine the Safety Valves of the Main Boiler? No
At what pressure were they afterwards adjusted under steam? Not adjusted
Did the Surveyor examine the Safety Valves of Donkey Boiler? } no S.B.
To what pressure were they afterwards adjusted? Yes.
Has the propeller shaft been drawn and examined at this time? Yes.
If the Survey is not complete state what arrangements have been made for its completion? To be partly completed on vessels return five months hence.

Now done- The propeller, propeller shaft all sea & bilge connections examined. The propeller was re-fitted on the cone of the shaft and a new key was also fitted. Wood in lower half of stern bush renewed.

To complete S.S. N^o 1. - The whole of the rules requirements to be carried out without the exception of above.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

R. Elliott

Committee's Minute As now
Assigned As now

FRI. FEB 21 1896

FRI. 15 JAN 1897
FRI. 23 APR 1897

FRI. 22 OCT 1897
FRI. 4 MAR 1893



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LON 708-0074

It is submitted that
this vessel is eligible to
remain AS CLASSED. and have the examination

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

The propeller, screw shaft, sea & bridge connections
listed as part P.S. No. 1 (due 9.9.96)

Emd.
18.2.96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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