

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 15 When handed in at Local Office 15

Port of London

No. in  
Reg. Book.

Survey held at

London

Date, First Survey

Oct 7<sup>th</sup> 1895

Last Survey

February 6<sup>th</sup> 1896

(No. of Visits)

842

on the

Wood, Iron

Steel S.S. Southern Cross

Master

TONNAGE:-

Built at

Belfast

By whom

Workman Clark &amp; Co

When

1892

9

GROSS

5050

UNDER DK.

4432

NET

3311

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock?

120<sup>th</sup>

Name of Dock

Thames Docks

Destined Voyage

South America

WB=Cell DBorDBa

tons; uE&amp;B

tons; f

tons;

FPT

tons; APT

tons; MT

tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No.

567

Port

Ld

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part. S.S. No. 1

Vessel was placed in Drydock & the bottom cleaned & painted, rudder repaired. The flaw on the rudder frame mentioned in Sydney report No. 1 has not extended & is not considered of any consequence. The ceiling has been lifted in Nos. 1, 2, 3 & 4 holds & on the Bunkers & the Ballast tanks on these holds & Bunkers have been tested as per Rules. Nos. 1, 2, 3 & 4 holds have been cleaned & painted. All the Bunkers have been cleaned & painted. A new coaling hatch has been cut on the Main deck under the bridge with a trunk leading down into the Forward Cross Bunker.

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Faired or Repaired ...								
PRESENT CONDITION OF THE	Timber Frame at the openings	Good	Rudder	Good	Hatches	Good		
Decks	ditto ditto at other places	"	Windlass & Capstan	"	Boats	"		
Waterways	Keelsons	"	Pumps	"	Masts, Yards, &c.	"		
Coamings	Stringers, Champs & Shells	"	Sluice Valves	"	Condition, how ascertained	Inspected		
Up'r Dk. Beams & Fastenings	Saiting (State if examined.)	"	Watertight Doors	"	(State if wedges removed)	No		
Low'r Dk. Beams & Fastenings	Ceiling	"	Dblng. Plates under Sounding Pipes	"	Equipment letter	4 B. 10 B. 15 R		
Plating	Cement or Asphalt (State which)	"	Engine Room Skylights	"	Anchors, No. of	4 B. 10 B. 15 R		
Flanking	Tanks (State if now tested.)	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	No		
Rivets or Turnbuckles	Caulking of Bot'm, D'k, & Wat'rw'ys	"	Scuppers	"	length	size		
Breasthooks & Stemson	Copper, or T.M. (State if on Felt.)	"	Cargo & Main H'tch'w'ys	"	Rule length	size		
Transoms, Pointers, & Crutches	When put on, Month Year	"			Hawsers & Warps	Good		
					Standing & Running Rigging	"		

General Observations, Opinion as to Class, Recommendation, &amp;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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel where seen is now in good condition & eligible in our opinion to remain as classed with record of Survey 2,96. The record of S.S. No. 1 being deferred until the completion of the Survey.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	Fees applied for,
Survey Fee (per Section 28)	£	:	18
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18
Second Surveyor's Fee (if any)	£	:	

Committee's Minute

Character assigned

FRI. FEB 21 1896

FRI. 15

IAN 1897

FRI. 23

APR 1897

FRI. 22

OCT 1897

TUES. 28 SEP 1897

FRI. 4 MAR 1897

Lloyd's Register

Foundation

LON 708-0075-2



## S.H. S.S. "Southern Cross."

A plate has been riveted over the original coaling hatch into this Bunker. The Web frames on the side Bunkers have been doubled in way of where they were cut to allow the Brine pipes to pass through.

The large Ventilators to the Tween decks have been done away with & plates riveted over the holes for same on the Main deck.

The decks, Masts, rigging & general equipment have been examined also the pumps & sluices.

The Nos 1, 2 & 4 Holds & Nos 1 & 2 Tween decks have been insulated.

Their cubic capacities being as follows

N <sup>o</sup> 1 Tween decks	12160	cub feet
" 1 Hold	36000	" "
" 2 Tween decks	14000	" "
" 2 Hold	44400	" "
" 4 Tween decks	12000	" "
" 4 Hold	30000	" "
Total	<u>148,560</u>	Cub. feet

The system employed is Haslam's Ammonia system (Brine pipes).

The machinery was made by Messrs The Haslam Eng. Foundry, Derby; & is placed in the Tween decks above the Forward cross Bunker, the deck ~~at~~ under the Machinery having been efficiently stayed for this purpose when the vessel was built.

The Survey will be completed on vessel's return.

To complete the Survey. The Ballast tanks in Nos 3 & 5 holds & under the Engines & Boilers required to be tested. The Fore & After peak tanks to be examined inside & tested. And all the hold Ballast tanks examined inside.

note about flaws  
attached to this report.

At Risk Reeme