

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

Date of writing Report *11 Jan 97* When landed in at Local Office *12 Jan 97* Port of *London*
 No. in Reg. Book *866* Survey held at *London* Date, First Survey *15 Dec 96* Last Survey *5 Jan 97*
 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 *Wortham, Clark & Co. Ltd* When *872* 9
 Registered Horse Power *511* Engines made at *"* When *92* Boilers, when made (Main) *92* (Donkey) *92*
 No. of Main Boilers *3* Owners *Somers & Co. Ltd* Port *London* Voyage *Australia*
 No. of Donkey Boilers *one*
 Steam Pressure in Main Boilers *170 lbs* If Surveyed Afloat or in Dry Dock *Afloat & in Millway Dry Dock*
 in Donkey Boilers *"*

Last Survey No. *"* Port *"*Particulars of Examination and Repairs (if any) *L.M.C. + 100 H. 2.96.*

Periodical 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*" " " " " " *none*If this was not done, state for what reasons? *"*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? *yes.*Did the Surveyor examine the Safety Valves of the Main Boiler? *170 lbs*At what pressure were they afterwards adjusted under steam? *"*Did the Surveyor examine the Safety Valves of Donkey Boiler? *"*To what pressure were they afterwards adjusted? *"*Has the propeller shaft been drawn and examined at this time? *No*If the Survey is not complete state what arrangements have been made for its completion? *Complete*

Now done in account of Damage by vessel going ashore on the 1st and 9th November 96 while in the River La Plata. Vessel placed in dry dock. Propeller stem-bush and sea connections and their fastenings examined. One sea connection found defective in its joint to ship's side and one stem broken. Now done as Damage Repairs: One sea connection re-jointed and one new stem fitted. Condenser & Air Pumps examined only. For L.M.C.: Cylinders, Pistons, Slide Valves, Pumps, crank, Thrust and Inward Shafts examined. Main Boilers and their Safety Valves examined. The Boilers are generally in good order. Same tried under steam and Safety Valves adjusted as above.

Repairs: - Cylinder of (Special) Centrifugal Pump bored and fitted with new Piston Rings.

Now see Copy Damage Report attached herewith.

General Observations, Opinion, and Recommendation:—

(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. 9,95, B.M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and, in my opinion, eligible to remain as classed, with fresh record of *+L.M.C. 12.96*

Office or Registration Fee (per Sec. 27) £ *5.10.0*
 Survey Fee (per Section 28) £ *2.2.0*
 Special Damage Fee (per Section 28) £ *7.12.0*
 Travelling Expenses (if chargeable) £ *6.14.0*
 LESS 10% *0.6.0*
 Total if Certificate is required £ *12.12.0*

Fees applied for

13.1.18 97

Received by me,

19/11/97

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

Committee's Minute *FRI. 15 JAN 1897**FRI. 23 APL 1897**TUES. 28 SEP 1897**FRI. 22 OCT 1897**FRI. 4 MAR 1893*Assigned *+L.M.C. 1.97*

LON711-0266

One sea-connection re-jointed & one new strum fitted
- due to damage.

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.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 1.97

R.B.
13/1/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation