

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

(Received at London Office)

SAI.4 FEB 1899

Date of writing Report *3rd Feb 99* 18 *99* When landed in at Local Office *3rd Feb 99* 18 *99* Port of *London*

No. in Reg. Book. *921* Survey held at *London* Date, First Survey *7th Aug* Last Survey *1st Feb 1899*

on the Machinery of the Wood, Iron or Steel *S.S. Southern Cross* Master *Thompson*

Tonnage { Gross *5057* Net *3311* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1892* 9

Registered Horse Power *511* Engines made at *Donkey* When *92* Boilers, when made (Main) *92* (Donkey) *92*

No. of Main Boilers *3* Owners *Southern Cross S. Co. Ltd* Port *London* Voyage *China Route*

No. of Donkey Boilers *2* If Surveyed Afloat or in Dry Dock *afloat in Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—
in Main Boilers *170 lb*
in Donkey Boilers *170 lb*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any)

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.

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vite of stern bush and top of after bearing of screw shaft?

3/16"

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

Now done on account of Damage Please see City Damage Report attached.
H. P. cylinder Pumps and Exhausters examined. Propeller and Sea Connection examined in dry dock.
H. P. cylinder rebored to 29 1/2 dia and new packing ring fitted.
The feed Pumps overhauled and the new exhauster fitted.

Ordinary Repairs:

Main Boilers examined throughout. The furnaces of the Starboard Port Boilers found slightly out of form (7/8). These have now been set fair in place and the general condition of these boilers is now satisfactory.

There was no opportunity given to adjust the safety valves of the boilers of this ship under steam. It has been arranged that this will be done in London on vessel's next arrival here in about three months.

The adjustment of safety valves to be done as above.

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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

The Machinery of this vessel is in good order and in my opinion eligible to remain as classified with full record of B.S. 1. 99. When this survey is completed.

Office or Registration Fee (per Sec. 27) *2*
 Survey Fee (per Section 28) *£1:16:0*
 Special Damage Fee (per Section 28) *£3:0*
 Travelling Expenses (if chargeable) *£2:17:0*

Fees applied for *9/2 18 99*
 Received by me, *16*
14/2 18 99
10/2 18 99

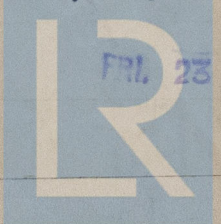
D. Ritchie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

FRI. 10 FEB 1899

FRI. 13 OCT 1899



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 FRI. 23 FEB 1900
 FRI. 18 MAY 1900

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*Certificate to be sent to

L930-ELFN07

due 2.99. Damage by Grounding.
B.S. to be completed on return in 3 months
Main Boilers examined
Furnaces found out of form now set fair.
H.P. Cylinder rebored to
29½"

It is submitted that this
vessel WILL BE eligible for
the record. B.S. 2 99 when
all safety Valves have been
adjusted under steam.

H.P. Cylinder to be
noted 29½" in the
Register Book.

A.C.H.

9.2.99.

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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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