

No. 135996

THU. JUN. 19 1924

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

Date of writing Report 10-6-1924 When handed in at Local Office

(Received at London Office)

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 25-1-24 Last Survey 10-6-1924

(No. of Visits 19)

on the Machinery of the Wood, Iron or Steel SOUTHERN KING or MOORAGross 5002
Net 3163

Vessel built at Bremen

By whom Ad. Ges. Weser

When 1906

Nominal Horse Power 530

Engines made at Bremen

By whom Ad. Ges. Weser

When 1906

No. of Main Boilers 3

Boilers, when made (Main) 1906

(Donkey) 1906

Voyage

No. of Donkey Boilers 1

Owners Southern Whaling & Sealing Co. Port London

Main Pressure 220 lb

Managers J. C. Watt

No. of Donkey Boilers 220 lb

If Surveyed Afloat or in Dry Dock Wilton's dock
(State name of Dock.)

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 Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
100A.1.	1.22	LMC
S.S. Reg No 3	3-18	B.S. 1.22 T.S. 1.22 &c.
Carrying oil fuel	150° F	at 203

Last Report No. Port

Particulars of Examination and Repairs (if any) + LMC.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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. Secret. B.L. 19-3-24.

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

as 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

Do. " Yes

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

All parts accessible.

To 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? Yes

To what pressure were they afterwards adjusted under steam? 220 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 220 lb

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

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? Yes 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?

Has shaft now been changed? Yes If so, state reasons Liner after found porous, and shaft in way of some badly grooved.

Has the shaft now fitted new? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Lignum vitae renewed

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

Vessel placed in dry dock, screw shaft drawn examined and found after found porous. Liner removed and found shaft in way of some badly grooved. Screw shaft removed and a new shaft, fitted with continuous liner, fitted. Material new shaft tested as required. Propeller, stern bush and fastenings found good. Sea connections and fastenings examined and found good. Crank-thrust and tunnel shafting examined and found good. Crankshaft lifted and white metal in bearing brasses renewed. Cylinders, pistons, steam chests and slide valves examined and found good. Pumps and condenser examined and found in order. Arrangements of cocks, pipes, bilge suction, roses etc examined and found in order. Pumping arrangements altered as per approved plan and secret. Letter and now all good, tested as required, also heating coils and now in order.

General Observations, Opinion, and Recommendation:— The machinery being in a good and efficient condition I am of opinion that this vessel is eligible to remain as classed with fresh record of + LMC. 6-24 and notation of T.S. new 6-24.

(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. 9.11, E.S.M.S. 9.11, or L.M.C. 9.11, 140 lb, E.D., &c.)

Survey Fee (per Section 28) £ 350.00
Special Damage or Repair Fee (if any) (per Section 28.)
Travelling Expenses (if chargeable) £ 5.40

Fees applied for
17/6 1924
Received by me,
17/6 1924

Committee's Minute TUES. 1 JUL 1924

WED. 26 MAY 1926

Assigned + LMC 6.24

W. H. Bourne
Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN
8.7.24

W1070-0178

Lloyd's Register
Foundation

S. S. No. 1 due 3. 22 &
B.S. due 1. 23 now held.

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 to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 6. 24.
NS 6. 24.

J.W.D.
27/6/24.

All requirements of sections 49. have been complied with.—

Examined Main Boilers internally and externally, their mountings and fittings and found good.

Auxiliary boiler examined internally and externally, with all plain tubes removed and found good. All plain tubes renewed and a number of screwstays in comb. chamber back plates renewed.

All mountings and fittings examined and found good.

All safety-valves examined and afterwards adjusted under steam to 200 lb.—

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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