

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 10 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 25-1-24 Last Survey 10-6-1924  
g. Book. 2956 on the Machinery of the Wood, Iron or Steel SOUTHERN KING or MOORA (No. of Visits 19)

Gross Tonnage 5802 Net Tonnage 3163 Vessel built at Bremen By whom Ad. Ges. Weser When 1906  
Engines made at Bremen By whom Ad. Ges. Weser When 1906  
Boilers, when made (Main) 1906 (Donkey) 1906  
Nominal Horse Power 530  
No. of Main Boilers 3 Owners Southern Whaling & Sealing Co. Port London Voyage  
No. of Donkey Boilers 1 Managers J. C. Watt  
Working Pressure Main Boilers 220 lb If Surveyed Afloat or in Dry Dock Wilton's dock  
Donkey Boilers 220 lb (State name of Dock.)

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

CHARACTER, Date of last Survey and of Periodical Surveys	Years Assigned to this class	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A.1.</u>	<u>1.22</u>	<u>LMC</u>
<u>S.S. Reg No 3</u>	<u>3-18</u>	<u>B.S. 1.22</u> <u>T.S. 1.22 &amp;c.</u>
<u>Carrying oil fuel</u>	<u>150° F</u>	<u>at 203</u>

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) + LMC

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details 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. Letter 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

If this was not done, state for what reasons?

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

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? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has a 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 a shaft now been changed? Yes If so, state reasons Liner after end 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 end liner 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. <sup>new</sup> 6-24.

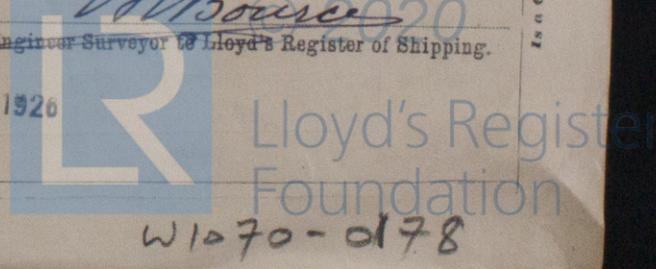
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, E.S.M.S. 9.11, or L.M.C. 9.11, 149 lb., F.D., &c.)

Survey Fee (per Section 25) £ 350.00 Fees applied for 17/6 1924  
Special Damage or Repair Fee (if any) (per Section 28.) £ 5.00 Received by me, 17/6 1924  
Travelling Expenses (if chargeable) \_\_\_\_\_

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

Committee's Minute TUES. 1 JUL 1924  
Assigned + LMC 6.24

WED. 26 MAY 1926



CERTIFICATE WRITTEN 8.7.24

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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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