

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office. 10 DEC 1942)

Date of writing Report 5-12-1942 When handed in at Local Office 7.12.42 Port of GLASGOW

No. in Reg. Book 82643 Survey held at GLASGOW Date First Survey Nov. 12 Last Survey 2-12-1942 (No. of Visits 6)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. SOUTHERN PRINCESS Year. Month. Tonnage Gross 12156 Net 7603 Vessel built at NEWCASTLE By whom ARMSTRONG WHITWORTH CO. LD. When 1915 5 Engines made at - D - By whom N.E. MARINE ENG. CO. LD. When 1915 Nominal Horse Power 947 Boilers, when made (Main) + NB (FC) 6, 29 REFITTED 8, 34 (Donkey) Owners THE SOUTH GEORGIA CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.) Port LONDON Voyage Managers CHR. SALVESEN CO. If Surveyed Afloat or in Dry Dock BOTH GOVAN NO 3 D. D. (State name of Dock.) Y QUEENS DOCK

Last Report No. Port Particulars of Examination and Repairs (if any) D.K. & B.S.

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

In 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.

Was 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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?

State latest date of internal examination of each boiler FOR CENTRE 18/11/42 FOR PORT 23/11/42 AFT PORT 27/11/42 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lb/sq. inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 1/8"

State date of examination of Screw Shaft. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted

Engine parts, when referred to by numbers, should be counted from forward. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? COMPLETE

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

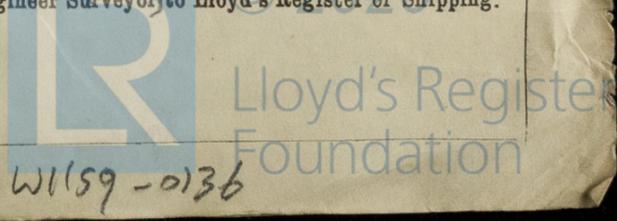
Vessel placed in dry dock propeller, after end of stern tube and outside fastenings examined and found in good order FOR BS. Main boilers examined internally and externally together with their safety valves mountings and doors and found in good order. Oil fuel installation examined under working conditions and found in good order. Safety valves adjusted under steam to stated pressure REPAIRS. FOR STEAM BOILER - 4 cc screwed stays renewed. AFT PORT BOILER 6 cc screwed stays renewed Minor repairs to boiler mountings also effected

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.) so far as now seen is in efficient condition and eligible in our opinion to remain as classed with fresh record of B.S. 12,42 subject to pressure boilers not to be used until surveyed

Survey Fee (per Section 20) B.S. £ 6: - - Fees applied for 8 DEC 1942 Special Damage or Repair Fee (if any) £ : : : Received by me, W. Russell, J. H. L. Engineer Surveyor to Lloyd's Register of Shipping. LICENCE CASE Travelling expenses (if chargeable) £ : : : 19

Committee's Minute GLASGOW 8 DEC 1942 Assigned B.S. 12.42 Subject W1159-0136

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



Noted.

Subject to the Press
DONKEY BOILERS
not being used again, until surveyed.

L.F.
16/12/02.

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