

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report

19

When handed in at Local Office

19

Port of

LIVERPOOL

No. in  
Reg. Book.Survey held at *Birkenhead*Date, First Survey *15<sup>th</sup> March*Last Survey *21<sup>st</sup> August 1934.*

of (No. of Visits

*35.*)*85374*on the ~~Wood, Iron or Steel~~*SOUTHERN PRINCESS.*

TONNAGE:-

Built at *Newcastle*By whom *Armstrong Whitworth & Co. Ltd.*

YEAR.

MONTH.

GROSS *12092*Owners *Southern Whaling & Sealing Co. Ltd.*

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DECK *9182*Managers *N.C. Watt*Port belonging to *Dunedin N.Z.*NET *7578*Surveyed Afloat or in Dry Dock? *Both*Name of Dock *Cammell Laird*

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

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

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *2277*Port *P.M.L.*

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

*yes, not required*Was a damage report made by anyone else? If so, by whom? *Roscoe & Little.*REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage and alterations.**Vessel placed in drydock, and repairs carried out to damage stated to have been caused by:-*

- 1) Heavy weather on various dates in October, November, and December 1932, and January and February 1934.*
- 2) Contact with ice on various dates in October, November and December 1933.*
- 3) Contact with S.S. "Anna Knudsen" at the whaling grounds on November 20th 1933.*

*1). See also Port Natal report No. 2277. New Stern frame and rudder, stock main piece, fitted complete. Rudder tiller, Quadrant,*

## SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

*6**5**5**1**1**as repts.*

## PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Openings, Lids, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms Pointers, &amp; Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps &amp; Shells

Sanding

Copper, or Y.M. of Wood Vessels

(State if on Felt).

When put on, Month

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length

(on board)

Rule length

Hawser &amp; Warps

Standing and Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."

*This vessel so far as seen is now in good condition and is eligible in our opinion to remain as classed with fresh record of survey*  
*Bken. P-34.*

Survey Fee (per Section 29)

£

Special Damage Fee (if any)

£

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Fees applied for,

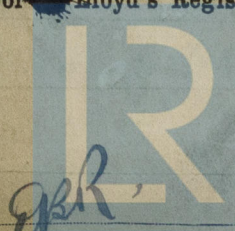
Received by me,

*R.D. Cairns & Co.**E.H. Dean*

Surveyor Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

*100 A1-8.34 Bken.**Delete**Shelter dk. with fuel  
Carrying whale oil in bulk  
Fitted for oil fuel 5-15°F above 150°F  
(Delete low flash)*

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

W1159-0147 1/4



"Southern Princess."

Stiffing box & gland all renewed. Hand steering gear renewed complete as before. See also joining reports, attached, relating to various items. The following shell plates have been dealt with as follows in connection with the foregoing:-

Outer plates p.s. renewed. 2 starboard plates renewed. After keel plate part-renewed. After peak tank joined up & examined and satisfactorily tested on completion of repairs. The necessary removals for repairs replaced and made good as required.

No. 1 damage contd. shell plating, port side, B 10 slight fracture E. welded & efficient doubler fitted. E 12 dealt with similarly. Bilge keel removed for access & replaced.

Shell plating, starboard side, E 13 renewed.

The cross bunker, 12 main cargo tanks, 2 measuring tanks, pump room, cofferdams, fore deep tanks cleaned out, all riveting hammer tested, and after repairs & removals all compartments satisfactorily tested; for approximate details of rivets and caulking see details as follows:-

after cofferdam - 2 shell rivets renewed & 48' shell seams caulked.

24 bulkhead rivets renewed & 118' rivets & 45' bulkhead seams both caulked.

Cross bunker tank - 1110 shell rivets renewed & 174' of shell seams both caulked.

1710 int. rivets renewed & 150' of bulkhead seams, both & angles caulked. 100 int. rivets caulked.

No. 1 Cargo Tank - 360 shell rivets renewed. 200 shell rivets & 176' shell seams & both caulked.

290 int. rivets renewed. 425 int. rivets & 590' of bulkhead seams, both & angles caulked.

No. 2 Cargo Tank - 595 shell rivets renewed. 170 shell rivets & 150' shell seams & both caulked.

395 int. rivets renewed. 108 int. rivets & 110' bulkhead seams, both & angles caulked.

No. 3 Cargo Tank - 335 shell rivets renewed. 300 shell rivets & 148' shell seams & both caulked.

470 int. rivets renewed & 1150 int. rivets & 1360' bulkhead seams, both & angles caulked.

No. 4 Cargo Tank - 1315 shell rivets renewed. 365 shell rivets & 330' shell seams & both caulked.

1530 int. rivets renewed & 60' of bulkhead seams, both & angles caulked.

after pump room - 160 shell rivets renewed. 30' shell seams & both caulked.

500 int. rivets renewed. 540 int. rivets & 970' bulkhead seams both & angles caulked.

No. 5 Cargo Tank - 1210 shell rivets renewed. 345 shell rivets & 128' shell seams & both caulked.

1475 int. rivets renewed. 107' of bulkhead seams, both & angles caulked.

No. 6 Cargo Tank - 775 shell rivets renewed. 280 shell rivets & 290' shell seams & both caulked.

800 int. rivets renewed. 1385 int. rivets & 1520' of bulkhead seams, both & angles caulked.



"Southern Princess."

No. 7 Cargo Tank - 760 shell rivets renewed. 500 shell rivets & 340' shell seams & bulth caulked. 1380 int. rivets renewed. 125 int. rivets & 195' bulkhead seams, bulth & angles caulked.

No 8 Cargo Tank - 785 shell rivets renewed. 400 shell rivets & 225' shell seams & bulth caulked. 1230 int. rivets renewed. 440 int. rivets & 610' bulkhead seams bulth & angles caulked.

Ind. Pump Room - 450 shell rivets renewed. 59' shell seams & bulth caulked. 150 int. rivets renewed. 1064 int. rivets & 550' bulkhead seams, bulth & angles renewed. caulked.

No 9 Cargo Tank - 860 shell rivets renewed. 510 shell rivets & 300' shell seams & bulth caulked. 1320 int. rivets renewed. 490 int. rivets & 255' bulkhead seams, bulth & angles caulked.

No 10 Cargo Tank - 2065 shell rivets renewed. 265 shell rivets & 330' shell seams & bulth caulked. 1210 int. rivets renewed. 950 int. rivets & 1330' bulkhead seams, bulth & angles caulked.

No. 11 Cargo Tank - 810 shell rivets renewed. 365 shell rivets & 225' shell seams & bulth caulked. 760 int. rivets renewed. 570 int. rivets & 130' bulkhead seams, bulth & angles caulked.

No 12 Cargo Tank - 540 shell rivets renewed. 365 shell rivets & 240' shell seams & bulth caulked. 255 int. rivets renewed. 510 int. rivets & 890' bulkhead seams, bulth & angles caulked.

Forward C.D. - 32 int. rivets renewed & 10' bulkhead seams bulth caulked.

Fore deep Tank - 760 shell rivets renewed. 320 shell rivets & 250' shell seams & bulth caulked. 1670 int. rivets renewed.

Summer Tanks - 490 int. rivets renewed.

4 Bracket angle lugs renewed in cargo tanks & 9 removed, cleaned & riveted.

12 " " " in Summer Tanks removed, cleaned & riveted.

2). Shell Plating - Starboard side - Plates removed, joined & refitted H10 & J21. Plates joined in place. H6, H9, J6 & J20. Port side - Removed, joined & refitted F5, G4, K21. Joined in place L21. One longitudinal in way of above renewed & one - removed, joined & refitted. Brackets, shell lugs, &c renewed & repaired as required.

All removals necessary for repairs replaced and made good as necessary.

3). Starboard side in way of forward boat deck - 2 plates joined in place. Deck stringer plate part renewed, with angle.

All removals necessary for repairs replaced and made good.

Alterations. The 2 forward boilers have been moved to outboard positions and a new boiler has been fitted at the central position.



"Lonthum Princess."

The necessary stools &c have been fitted in a satisfactory manner. Opportunity was taken to examine the tank top in way of the altered positions of the boilers, and this was found to be satisfactory. The oil tight compartment housing the element for dealing with low flash oil has been removed, and the necessary stiffening & compensate for this fitted in a satisfactory manner.

Kraemer Rotary Drums & Separators for these have been fitted as per the Engineers report, in the Flensing deck 'ween decks, the necessary stools, & alterations & stiffening &c in way has been carried out in a satisfactory manner.