

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

24 OCT 1936

(Received at London Office)

Date of writing Report 22 Oct 36 When handed in at Local Office 23/10/36 Port of NEWCASTLE-ON-TYNE

No. in Survey held at North Shields Date, First Survey 21 Sept Last Survey 20 Oct 1936
Reg. Book. 84268 on the Machinery of the Wood, Iron or Steel SC "SOUTHERN PRINCESS" (No. of Visits 8)

Gross 12186 Net 7603 Vessel built at Newcastle By whom Armstrong Whitworth & Co. When 1915-5
Engines made at -do- By whom N.E. Marine Eng Co. Ltd. When 1915
Nominal Horse Power 947 Boilers, when made (Main) 1915 & 1929. (Donkey)
No. of Main Boilers 5 Owners Southern Whaling & Sealing Co. Ltd. Owners' Address
No. of Donkey Boilers 1 Managers N.C. Watt. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 220 Port Dunedin (NZ). Voyage
If Surveyed Afloat or in Dry Dock yes. Albert Dock. (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 for next survey. Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 Shellier deck with freeboard 10.35 + L.M.C 8.31
SSSH/NO 3 - 4.28 Pr BS. 10.35
SS. Bkn. No 1.32 + N.B.(FC) 6.29 R. fitted 8.34
Garry. Whale oil in Bulk. fitted for oil fuel 5.15 F.P. above 150°F. 8.36

Particulars of Examination and Repairs (if any) Compln + LMC
Periodical Surveys, when held, must be reported in detail and variation 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 repairs 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.
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? No
" " Donkey " " " ✓
If this was not done, state for what reasons? ✓
What parts of the Boilers could not be thus thoroughly examined? ✓
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. ✓ Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 220 lbs
Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓
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? ✓ , and of the Donkey Boiler? ✓
Is 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? ✓
Is shaft now been changed? ✓ If so, state reasons ✓
Is 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? ✓
State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Now done Completion + L.M.C - (See also bsls report 4788)

Condenser water end renewed. Condenser tested and found tight.
Rotating pump. - burners new casing satisfactorily fitted. Pump tried & found in order
Expelling machinery tried under steam and found satisfactory.
The safety valves of the main boilers adjusted under steam to 220 lbs
The safety valves in the steam lines to the Pressure Boilers of the Whale oil story were adjusted under steam to their respective pressures of 80, 50 & 45 lbs.
Alterations to Pressure Boilers in Whale factory
A new horizontal pressure boiler with internal rotating drum, built by Kvaerner Brug, Oslo (See also report 4813) has now been satisfactorily
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.&N.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)
in my opinion eligible to remain as classed and to have records + L.M.C. 8.36 and Pr BS 8.36 as previously recommended. The entry of BS in the Register Book to be amended. This vessel has now 53 Pr Blns at 80 lbs Pr Bln at 50 lbs, 1 Pr Bln at 45. (57 Pr Blns in all)

Survey Fee (per Section 29) £ : : Fees applied for 23 OCT 1936
Total Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me. John T. Imalay.
Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.
Committee's Minute
Signed L.M.C. 8.36 Pr BS. 8.36
TUE. 3 NOV 1936
W1159 - 0168 1/3
Lloyd's Register Foundation

S/S "Southern Princess"

installed secured in this vessel (see attached sketch for position)
Two vertical digesters had already been removed from the
after end of the outboard row on the port side at Sandviffjord
This new Kvaerner is now coupled up to work in conjunction
with the vertical separator (No 633 B) which was fitted into the
vessel in Liverpool 1934.

This separator is built for a pressure of 60 lbs which limits the
working pressure of the Kvaerner to 60 lbs under this arrangement
As this separator is used in conjunction with the adjacent
Hartmann machines however, a working pressure of 50 lbs is
maintained and the safety valves on the Kvaerner lines
have been adjusted accordingly.

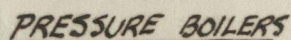
The new steam lines to these boilers were examined under
hydraulic test and found in order.

On completion the Kvaerner was examined and tried under
steam found satisfactory

Marks from new Kvaerner. LLOYDS TEST 160 lbs. WP. 80 lbs 9. 9. 36. PE.

PJ.

FORD



51 DIGESTERS = 80 lbs
2 KVAERNERS = 80 lbs
1 KVAERNER = 50 lbs
2 HARTMANN = 50 lbs
1 HARTMANN = 45 lbs.

SEPERATORS

2 at.	80 lbs
1 "	60 lbs
2 "	50 lbs
1 "	45 lbs

AFT.

It is submitted that
this vessel is eligible for
THE RECORD. *td MC 8.36*
PRB 8.36.

8	53 P.P.	50th
	3 do	50th
	1 do	45th

27
2/11/36

Lloyd's Register
Foundation

Rpt. 5a.

No. in
Reg. Book.

Reg. Book.

Master

Engines ma
Boilers ma

Nominal H

Thal
MULTI

Manufacture
Total Heat

No. and H

Tested by

Area of F

Area of e

In case of

Smallest c

Smallest c

Language in

0000000000

long. Seam

Percentage

Thickness

Material

Length of

Dimensi

End plat

200

and

Mean pr

Gifts

at centre

in each

1600

6000

...

2

III.

Dance

11. 11. 11.