

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

(Received at London Office 24 OCT 1936)

Date of writing Report 22 Oct 1936 When handed in at Local Office 23/10/1936 Port of NEWCASTLE-ON-TYNE

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

Tonnage } Gross 12156
 } Net 7603 Vessel built at Newcastle By whom Armstrong Whitworth Ltd 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 If Surveyed Afloat or in Dry Dock yes. Albert Dock. Port Dunedin (NZ). Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Last Report No. 55 B-80 lb. 2 Pr B 50 lb 1 Pr B-45 lb. Port Alterations to Whale oil Plant

Particulars of Examination and Repairs (if any) Compln + L.M.C

Periodical Surveys, when held, must be reported in detail and serially 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 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.

Where 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? no

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

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?

What is the latest date of internal examination of each boiler?

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?

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 the 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?

What is the 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 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

Work done Completion + L.M.C - (see also bsl report 4788)

Condenser water end renewed. Condenser tested and found tight.
Rotating pump. - owners 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.&M.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 Pr BS in the Register Book to be amended. This vessel has now 53 Pr Btls at 80 lbs Pr Btl at 50 lbs, 1 Pr Btl at 45. (57 Pr Btls in all)

Survey Fee (per Section 29) £ : : Fees applied for 23 OCT 1936
Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0
Travelling expenses (if chargeable) £ : : Received by me. John T. Inslay
TUE. 3 NOV 1936

Committee's Minute
Signed L.M.C. 8.36
Pr BS 8.36
Lloyd's Register Foundation
W1159-0168/3

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

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

1/3 "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 Sandvifjord
 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.

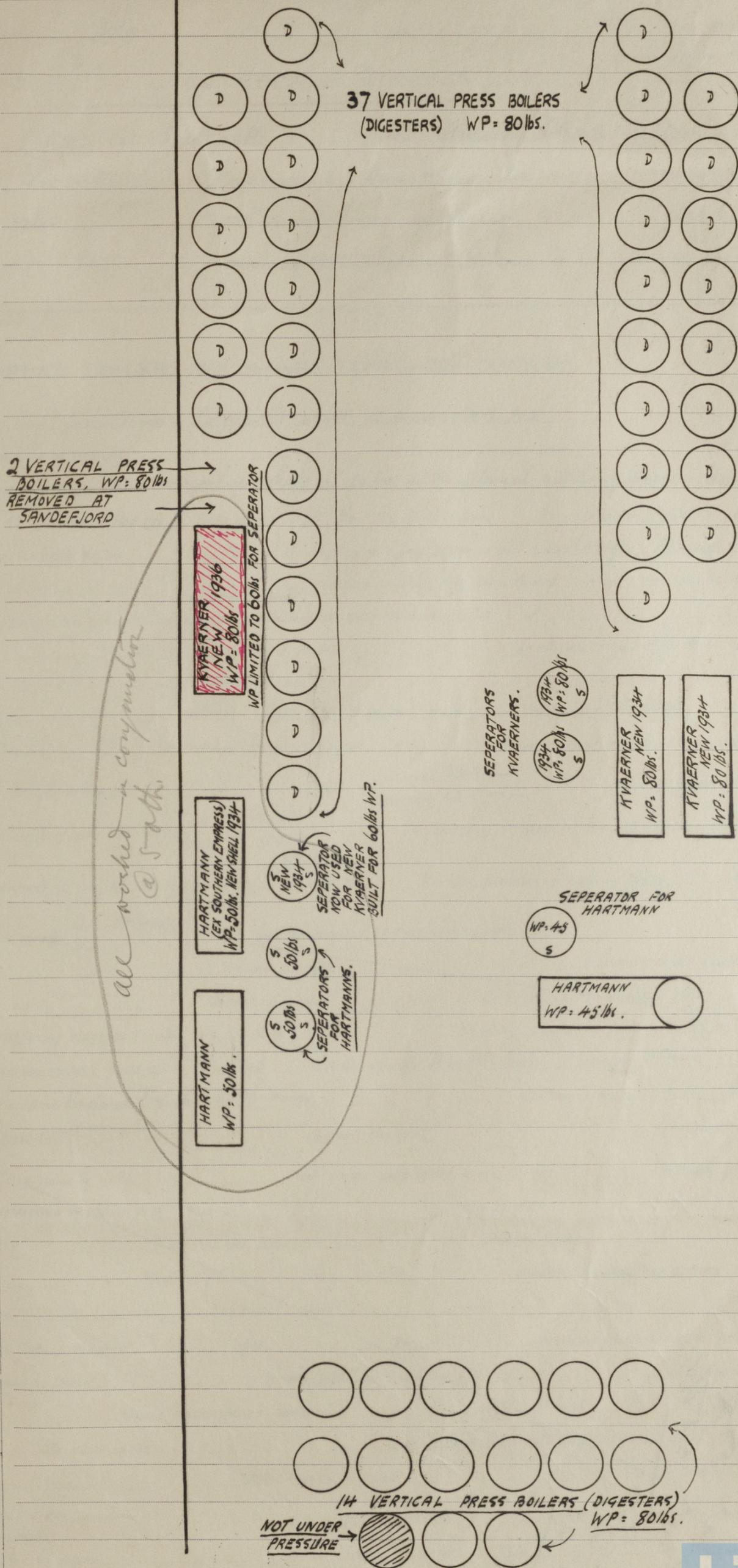
On completion the Kvaerner was examined and tried under
 steam found satisfactory

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

PJ.

SOUTHERN PRINCESS

FORD.



all worked in conjunction @ 50 lbs.

PRESSURE BOILERS

- 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.

