

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

Date of writing Report Dec 20<sup>th</sup> 1929 When handed in at Local Office 30 JAN 1930  
 No. in Reg. Book 4769 Survey held at Port Chalmers Port of Almedin N.S.  
 Date, First Survey Dec 9<sup>th</sup> Last Survey Dec 14<sup>th</sup> 1929  
 Tonnage Gross 3245 Net 186 Vessel built at Wulm Master James S. S. Southland  
 Registered Horse Power 349 NHP Engines made at Sps Wick- By whom Wulm Lockyard & Co When 1924  
 No. of Main Boilers None Boilers, when made (Main) 1927 By whom Vickers-Pettibone When 1924-5  
 No. of Donkey Boilers 1 Owners Bluff Harbour Board Port Invercargill (Donkey) 1924  
 Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Yes Voyage for trading purposes  
 in Donkey Boilers 100 lb (State name of Dock) Port Chalmers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_

Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 dates 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?  
 Do. " Donkey "

If this was not done, state for what reasons? not opened up for survey.

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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 Boiler?

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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No

or two liners? Yes or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new? No Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between ligament of stern bush and top of after bearing of screw shaft? (2) down 3/32"

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

Complete.

Stbd engine - New No 5 Cylinder fitted. Marks found on cylinder hp.

Cylinder No.

Leaked C.S. 204 P.

Inner C.S. 204.

Port engine - No 5 cylinder - Crack in bottom of water jacket. Fied down by plates (2). 1 1/2" thick taking in 4 studs on cylinder head, stayed to top plate by 2 1/4" studs. All tight and worked satisfactorily from Bluff to Port Chalmers.

Propeller Shafts - Couplings burnt off stbd & port propeller shafts as they could not be started. Both propeller shafts drawn marine stripped & propellers taken off. Found in good order. Spare coupling fitted to stbd propeller shaft & new coupling fitted to port propeller shaft. Propeller shafts replaced & coupled up to the couplings.

## General Observations, Opinion, and Recommendation:—

(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, or L.M.C. 9, 11, 14, 15, F.D., &c.)

That this vessel having complied with the rules of the Society of Marine Engineers as classed in the Register.

Survey Fee (per Section 28) £ 6 : 6 : 0 Fee applied for Dec 16<sup>th</sup> 1929  
 Social Damage or Repair Fee (if any) (per Section 28.) £ :  
 Travelling Expenses (if chargeable) £ 19 : 0 : Received by me, 19

Committee's Minute TUE. 4 FEB 1930

Deferred

FRI. 5 JUN 1936

TUE. 3 JAN 1931

FRI. 15 JAN 1932

FRI. 22 DEC 1933

TUE. 3 SEP 1935

A. J. Leaw for 2021  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register  
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Continuation of Report 1550a on S.S. "Southland"

rimmed, bolts refitted, 1 new bolt in pt coupling,  
stem glands repacked, loose flanges on stem trunks  
taken off. 1/8" taken out in lathe for clearance. Shafts  
painted & remarkined.

Saw him take out of engines everything not working  
satisfactorily.

N.B.—If this Report is copied by Copying Press, special 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Shu.C.(M) due 5-29 - already paid for.  
No amounts stated for completion.

One cylinder repairs and one  
renewed.

Both tail shafts drawn.

H.M.C.(M) 11.29  
when Ann. Oil Engines and  
all air receivers have  
been drawn.

Doth 3/1/20  
S. 12.29



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