

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

31 MAY 1930

Date of writing Report 30 May 30 When handed in at Local Office 30 May 30 Port of HULL

No. in Reg. Book. 6884 Survey held at Hall Date, First Survey 15 May Last Survey 30 May 1930

on the Machinery of the Wood, Iron or Steel SC. LIZZIE & FINNIE

Tonnage { Gross 119 Vessel built at North Shields By whom J. Soffley & Sons When 1877-6
 Net 65 Engines made at Newbury By whom Plenty & Sons Ltd When 1913

Nominal Horse Power 27 Boilers, when made (Main) (Donkey)

No. of Main Boilers ✓ Owners G. F. Birch & Sons (1919) Ltd Owners' Address Hall Port Hull Voyage ✓

No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ If Surveyed Afloat in Donkey Queens DR. yes

in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C.

(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 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?

Do. " Donkey " " " " "

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?

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 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 screw shaft now been drawn and examined?

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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
T 90 A.I. 10-29	4-30	L.M.C. 1-25
S.S. HUL. 3 rd No 3		L.M.C.(M) 3-27
4-22		T.S. 1029
S.S. HUL. No 1-25		NE 13
OIL ENGINE.		

how done:-

- Hot bulb - 2 Stroke -

Examined the whole of the main engine including cylinders, pistons, bulbs, connecting Rods, gudgeon pins, Top & bottom end brasses, clutch, reversing gear, crank & thrust shafting, & pumps & placed in good condition.

Daily service tank examined together with their connections & found in good condition

2 Blast air bottles tested by water pressure to rule requirements.

The sea valves opened out, examined and placed in good condition. Engines tried under working conditions. P.T.O.

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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh Record of L.M.C. 5.30.

Survey Fee (per Section 28) L.M.C. 500

Special Damage or Repair Fee (if any) per Section 28.

Travelling expenses (if chargeable) ✓

Committee's Minute WED. 11 JUN 1930

Assigned Lmb 5,30

Fees applied for

30 May 1930

Received by me,

13. 6. 1930

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

SL 90 2 due 4:30 - Keel

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Repairs Wear Tear

2 cylinders skinned out & new dia is 13.3"
 new pistons together with Ringt.
 new gudgeon pins
 new top end brass back for after piston

Circulating pump overhauled replaced in good working condition.
 Minor repairs to sea valves.

22 Nov. 1952
 22 Nov. 1952
 22 Nov. 1952

Examined the intake of the main engine including oil cooler, fuel, connecting rods, gudgeon pins, top & bottom end, clutch, reversing gear, crank shaft & stuffing.
 - Hot bulb - 2 stroke -
 found in good condition
 2 fuel oil tanks tested by water pressure & rule requirements. All valves opened and examined and found in good condition. Engines tried under working conditions. The necessary oil was added.

as far as has been as in good & efficient condition & no repairs to remain as now classed with first class.
 L.M.C. 2.30.
 L.M.C. 2.00
 13 1/2"
 Cylinders
 13 1/2"
 L.M.C. 2.30.
 L.M.C. 2.00

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

