

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

(Received at London Office)

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 Hull 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 Net 65 Vessel built at North Shields By whom J. Soffley & Sons When 1877-6

Nominal Horse Power 27 Engines made at Newbury By whom Plenty & Sons Ltd When 1913

No. of Main Boilers ✓ Boilers, when made (Main) (Donkey)

No. of Donkey Boilers ✓ Owners G. F. Busch & Sons (1919) Managers Queens Dr.

Steam Pressure in Main Boilers ✓ If Surveyed Afloat in Dry Dock (State name of Dock.) Queens Dr.

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

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

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

(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 briefly summarized 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? None

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? 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 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 vite or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B. if any)
T 90 A.1. 10-29	4.30	L.M.C 1.25
S.S. HUL. 3 NO 3		L.M.C(M) 3.27
	4.22	T.S. 1029
S.S. HUL. NO 1.25		NE 17

**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 & exhaust 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, 1b, 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) lmc 5.00 Fees applied for 30 May 1930

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

Travelling expenses (if chargeable) £ : Received by me, 13.6.30

B. Moffatt  
W. H. Waggon  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 11 JUN 1930

Assigned Lmb 5.30 CERTIFICATE WRITTEN 25/6/30



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

40884

Repairs Wear Tear

2 cylinders skinned out a new dia is 13.3

new pistons together with Ring.

new gudgeon pins

new top end brass bush for after piston

Circulating pump overhauled replaced in good working condition.

Minor repairs to sea valves.

L.M.C. 22 Nov 1952  
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L.M.C.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

complete  
cess of fuel

Examined the intake of the main engine including oil cooler, fuel, connecting rods, gudgeon pins, top & bottom end, clutch, reversing gear, crank shaft & stuffing box & found in good condition.

Only repairs took account together with their correction & found in good condition. A check on bottom end by water pressure & rule requirements. The sea valves opened and examined and found in good condition. Engines tried under working conditions. The necessary for the vessel.

as far as has been in good & efficient condition & in my opinion to remain as now classed with first class.

It is submitted that this vessel is eligible for THE RECORD

L.M.C. 5.30

5/16/30

Cylinders 13 1/16

L.S. 90 2 due 4:30 - Hees.

