

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

(Received at London Office)

4 DEC 1924

Date of writing Report

When handed in at Local Office

23<sup>rd</sup> Dec 1924 Port of LondonNo. in  
Reg. Book

Survey held at

Newbury

Date, First Survey

28<sup>th</sup> November

Last Survey

23<sup>rd</sup> Dec 1924

(No. of Vols. 3)

Sail

5858

Gross

on the Machinery of the

Wood, Iron or Steel

LIZZIE &amp; ANNIE

Net

65

Vessel built at

North Shields

By whom

J. P. &amp; Sons

When

1877-6

Nominal

Horse Power

Engines made at

Newbury

By whom

Plenty &amp; Son

When

1913

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners

G. F. Birch &amp; Son (1919) Ltd

Port

Hull

Voyage

Steam Pressure

Managers

in Main Boilers

Surveyed Afloat or in Dry Dock

Newbury

Plenty &amp; Son

in Donkey Boilers

(State name of Dock)

Works

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned	Machinery and Boiler Surveys (including date of N.R., if any).
+9091 4.22		LMC 7.13
1.1.14 3.14 03 4.22		NE 13.
		Shaft 8.24
		Oil ENGINE

Last Report No. 35596 Port Hull

Special Survey

Particulars of Examination and Repairs (if any) Repairs

(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 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?

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

Is the shaft now fitted new?

yes

Has it a continuous liner?

holmers

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?

These engines to be re-installed on board & tried under working conditions at Hull (Surveyor advised) Now done:- The Engines were forwarded from Hull to Messrs Plenty & Son at Newbury where they were dismantled (2 Cyl. Horizontal-335x350 90BHP N°135) Cylinders badly worn & had already been re-bored. New cylinders made & fitted to bolts & at water jackets. The old cranks were used in. Pistons skimmed up & new rings fitted. Both sledge pins renewed. The bottom end re-metalled. Bottom halves of main bearings re-metalled, shaft bearings dressed up & re-bedded. The patched crank case replaced by new one. Water pump overhauled. Reverse gear overhauled. New cast iron 4 bladed propeller supplied. New light steel screw shaft. All stores examined. Engine erected on test bed & a full power trial witnessed. Engines afterwards forwarded to Hull where they will be fitted on board.

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, R.S. 9, 11, R.S. 9, 11, or S.L.M.C. 9, 11, 14 (b), E.D., &c.)

The above engine is now in good working order & when re-installed on board & tested under working conditions will render the vessel eligible to be re-instated in the Society's Register Book for Steamers & Motorships with fresh records of LMC (with date) & screw shaft new

Survey Fee (per section 94, to be charged by Hall, Europe)

Fees applied for

Special Damage or Repair Fee (if any)

8.8.-

(per Section 98.)

Travelling Expenses (if chargeable)

1.19.6

24 DEC 1924

Received by me,

29.1.25

J. H. Hoddart

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 6 FEB 1925

Assigned

Send Hull



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Foundation

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

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



Repairs to Main Engines  
Engines to be refitted in vessel at Hull  
Submitted that this report be  
forwarded to the Duke Surveyors  
for their information

*[Signature]*  
29/12/24

N.B. - If this Report is copied by copying Press, especial 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.



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