

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

(Received at London Office)

Date of writing Report. 19 July 1901 Port of Trinidad  
 No. in Survey held at Boston Date, First Survey 21<sup>st</sup> June Last Survey 24<sup>th</sup> June 1901  
 of Book. 4F7 on the Machinery of the Wood, Iron or Steel S.E.K. LIZZIE & ANNIE Master (No. of Visits 2)  
 Gross Tonnage 47 Vessel built at N. Shields By whom Softley & Co When 1877 6.  
 Net 63 Engines made at Newcastle When 1877 Boilers, when made (Main) 1899 (Donkey) 1896  
 Registered Horse Power 25 Owners G. J. Birch & Sons Port Boston Voyage Coasting  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock On patrol ship Particulars of Classification (which must be inserted  
 No. of Donkey Boilers 1 (State name of Dock.) precisely as in Register Book & Supplements  
 Steam Pressure—60 lbs  
 in Main Boilers 50 lbs

ast Survey No. \_\_\_\_\_ Port \_\_\_\_\_

particulars of Examination and Repairs (if any) *Propeller Shaft.*

Radical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 cases 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.

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

Do.	"	Donkey	"	"	"
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his was not done, state for what reasons?

4 what parts of the Boilers could not be thus thoroughly examined?

o 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 ?

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

Is the distance between ligum vite of stern bush and top of after bearing of screw shaft?

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

The propeller shaft drawn and examined and found badly worn, and bent. A new shaft, having no liners, has now been fitted, and a new cast-iron <sup>stern</sup> bush fitted in stern tube. The bush is not wooded.

The propeller, and fastenings of sea connection found in good condition.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as now seen, is in good condition, eligible in my opinion to remain as classed without fresh record of survey.

or Registration Fee (per Sec. 27)	£	1	1
7 Fee (per Section 28)	£	1	1
4 Damage Fee (per Section 28)	£	1	1
ling Expenses (if chargeable)	£	13	2

Fees applied for  
1/4/01

Received by me  
5.7.01

*G. D. Ritchie.*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

• If Certificate is required

Committee's Minute

igned

FRI, JUL 5 1901



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Lloyd's Register  
Foundation



new shafts - found worn  
these now removed

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.

It is submitted that  
this vessel is eligible to  
remain as O.L.S.S.E.D.

2/1/17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

