

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 24<sup>th</sup> April 1922 When handed in at Local Office

24/4/22 Port of Hull

No. in Survey held at Hull.

Date, First Survey 21<sup>st</sup> March Last Survey 22<sup>nd</sup> April 1922

1913 Reg. Book

264 on the Wood, Iron or Steel Motor Vessel "Lizzie + Annie"

Master

TONNAGE:

GROSS 119.05

UNDER DECK 96.19

NET 64.92

Built at North Shields

By whom J. Sootley + Sons

When 1877

MONTH 6

Owners G. F. Birch + Son (1919) Ltd

Port belonging to Hull

Owners' Address

Surveyed Afloat or in Dry Dock? Yes Name of Dock Drypool Key Lock + Destined Voyage

WB = Cell DBor DBa

feet; uE&amp;B

feet; f

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 69431<sup>a</sup> Port Lon

Class Contemplated

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on Society's Freeboard (if assigned) as painted on Ship and now verified.

The back of this form. State also the dates and initials of any letters respecting this case. 13/3/22, 5/4/22, 18/4/22, 7/4/22

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 to whom and why declined?

Was a damage report made by anyone else? If so, by whom?

OR EXAMINATION AS PER RULE, FOR

Reclassification + 2<sup>nd</sup> S.S. No 3.

ne:- Vessel placed in Dry Dock bottom, keel, and rudder cleaned examined and in good condition and recoated. Rudder lifted, bushed and refitted. Peaks and machinery spaces cleared. All ceiling removed in holds. Work exposed. All oxidation removed throughout the vessel and ironwork in good condition. Shell plating drilled and gauged as required by rule. Particulars of drillings see end of report. Decks examined, Chain cables and Chain locker examined and cables replaced. Masts (wedging removed) rigging examined. The repairs to rigging recommended in rigging report been carried out. Hatches (in position at the hatchway) steering gear and connections, rods, chains etc, rudder quadrant and tiller, windlass, pumps, P.T.O.

DAMAGE REPAIRS:-

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dkg. Plates.

Other Items:-

and Paired or Repaired

Repaired in place

CONDITION OF THE

|       |      |  |      |                                   |                 |                                 |              |
|-------|------|--|------|-----------------------------------|-----------------|---------------------------------|--------------|
| keels | food | State if Tanks have been examined inside                               | ✓    | Dblg. Plates under Sounding Pipes | food            | Copper, or Y.M. of Wood Vessels | ✓            |
| "     | "    | State if Tanks now tested  | ✓    | Engine Room Skylights             | "               | (State if on Felt.)             | Year         |
| "     | "    | Bulkheads  | food | Coal Bunkers, Open'gs, Lids, &c.  | ✓               | When put on, Month              | ✓            |
| "     | "    | Ceiling  | "    | Scuppers                          | food            | Boats                           | food         |
| "     | "    | Cement or Asphalt  | "    | Cargo Hatchways                   | "               | Masts, Riggers, &c.             | "            |
| "     | "    | (State which.)   | "    | Hatches                           | "               | Condition, how ascertained      | from aloft   |
| "     | "    | Rudder   | "    | Planking                          | of Wood Vessels | (State if wedges removed)       | yes          |
| "     | "    | Steering gear and its connections                                      | "    | Caulking                          | ditto           | Sails                           | food         |
| "     | "    | Windlass   | "    | Treenails                         | ditto           | Equipment letter                | a            |
| "     | "    | Have Pumps now been examined and found efficient?                      | yes  | Breasthooks & Stemson             | ditto           | Anchors, No. of                 | 2 B. 1 S.    |
| "     | "    | Have Sluice Valves now been examined and found efficient?              | yes  | Transoms, Pointers, & Crutches    | ditto           | Cables (State if now ranged)    | yes          |
| "     | "    | Have Watertight Doors now been examined and found efficient?           | ✓    | Timbers of Frame at openings      | ditto           | " length                        | 120          |
| "     | "    | Have Ventilators and their Coamings been examined and found efficient? | yes  | Stringers, Clamps & Shells        | ditto           | " (on board)                    | size 12 x 14 |
| "     | "    |  |      | Salting                           | ditto           | " Rule length                   | 120          |
| "     | "    |  |      | (State if examined.)              |                 | Hawser & Warps                  | food         |
| "     | "    |  |      |                                   |                 | Standing & Running Rigging      | "            |

1 Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 1, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and ptnd 15, &c."

the requirements for 2<sup>nd</sup> Special Survey No 3 having been complied with, vessel is now in a good and efficient condition and is eligible in our opinion to be reclassified, and to have record of survey 4, 22 and the notation S.S. Hul No 3-4-22.

|                        |              |                   |
|------------------------|--------------|-------------------|
| Section 25)            | £ 10 : 0 : 0 | Fees applied for, |
| nd                     | 2 : 0 : 0    | 19                |
| or Repair Fee (if any) | £ :          | Received by me,   |
| ss (if chargeable)     | £ :          | 19                |
| Fee (if any)           | £ :          |                   |

ee's Minute

r Assigned

LR-FAF-SA12-149

LR-FAF-SA12-146

LR-FAF-SA12-145

Arthur Scullard + Henry Gibbs  
Surveyors to Lloyd's Register of Shipping.

TUE JUN 5 1923

Reinstated

CERTIFICATE WRITTEN  
6. 6. 23

GOAL  
L.D. 3<sup>rd</sup> N. 3. 4. 22

Cargo basket not used  
L.D. 6. 4. 22

Lloyd's Register  
Foundation

sluice valves, air and sounding pipes, general equipment examined and found in good condition - Freeboard verified - Doubling plates for all sounding pipes - Ventilators and their coverings examined and found in good condition -

Wear & Tear. 3 back reverse bars on starboard side & 1 on port side to floors in No 1 hold. Bulkhead wing plates at fore end of No 1 hold cropped & part renewed & reverse bars fitted to 2 bulkhead stiffeners. See Secretary's letter dated M 7/4/22. New 7"x6" fore & afters & new carriers fitted to No 1 & 2 hatches - Main sail & gaff removed aft side of main mast as required see rigging plan -

### Drillings of Shell Plating.

| Original Thickness<br>Amidships<br>as per Midship Section | Thickness as drilled |        |           |      |          |      |
|---|----------------------|--------|-----------|------|----------|------|
|   | Aft                  |        | Amidships |      | Forward. |      |
|   | P.                   | S.     | P.        | S.   | P.       | S.   |
| Sheerstrake 6/16  | 6/16                 | 5/16 F | 11/32     | 6/16 | 6/16     | 6/16 |
| 1 <sup>st</sup> strake below 5/16                         | 9/32                 | 9/32   | 5/16      | 5/16 | 9/32     | 5/16 |
| 2 <sup>nd</sup> " " 5/16                                  | 5/16                 | 5/16   | 5/16      | 5/16 | 5/16     | 5/16 |

- ✓ Position just aft of Collision Bulkhead.
- ✗ Just forward of Engine Room bulkhead No 2 hold.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:

#### ANCHORS.

| Number of Certificate. | Anchors.*         | WEIGHT EX STOCK |      |      | WEIGHT OF STOCK |      |      | TEST PER CERTIFICATE |       |      | WEIGHT REQUIRED BY TABLE 30 OR 31. |       |      | Description of Anchor. | Makers.       | Where Supplied. |
|------------------------|-------------------|-----------------|------|------|-----------------|------|------|----------------------|-------|------|------------------------------------|-------|------|------------------------|---------------|-----------------|
|                        |                   | Owts.           | qrs. | lbs. | Owts.           | qrs. | lbs. | Tons.                | Owts. | qrs. | lbs.                               | Owts. | qrs. | lbs.                   |               |                 |
| 52706                  | 1st Bower ...     | 4               | 3    | 21   | Stockless       |      |      | 7                    | 5     | 0    | 0                                  | 4     | 2    | 0                      | Taylor's Type | Not stated      |
| 47330                  | 2nd "             | 4               | 2    | 7    | "               |      |      | 6                    | 17    | 2    | 0                                  | 4     | 1    | 0                      | "             | Kendrick & Mole |
|                        | 3rd "             |                 |      |      |                 |      |      |                      |       |      |                                    |       |      |                        | "             | "               |
|                        | Collector Weight. | 9               | 2    | 0    |                 |      |      |                      |       |      |                                    | 8     | 3    | 0                      |               |                 |
|                        | Stream .....      |                 | 3    | 0    |                 |      |      |                      |       |      |                                    |       | 3    | 0                      |               |                 |
|                        | Kedge.....        |                 |      |      |                 |      |      |                      |       |      |                                    |       | 2    | 0                      |               |                 |

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

#### CHAIN CABLES.

| Number of Certificate. | Length and size supplied. |        | Test per Certificate. |           | WEIGHT OF CHAIN CABLE. |                     | Length and size per Table 30 or 31. |        | Description. | Makers of Cables. | When and Where Supplied. |
|------------------------|---------------------------|--------|-----------------------|-----------|------------------------|---------------------|-------------------------------------|--------|--------------|-------------------|--------------------------|
|                        | Length.                   | Diam.  | Statutory.            | Breaking. | Supplied.              | Per Table 30 or 31. | Length.                             | Diam.  |              |                   |                          |
| 53204                  | 305 1/2                   | 7/8    | 9 1/8                 | 18 1/2    | 13.3.11                |                     | 30                                  | 1 1/16 | Close        | Kendrick & Mole   | 13/6/19                  |
| ✗ 49588                | 45 1/2                    | "      | "                     | "         | 20.1.17                |                     | 45                                  | 1 1/16 | "            | "                 | 8/12/16                  |
| ⊗                      | 45                        | 1 1/16 |                       |           |                        |                     | 45                                  | 1 1/16 |              |                   |                          |

Iron Stream Chain or Steel Wire...  
 ✗ Certificate produced - but test marks on cable illegible  
 ⊗ Owners state tested cable, but marks illegible & no certificate  
 The collective weight of the bower anchors being in excess of the required in Table 31 of the Rules - and no Kedge anchor being on the vessel - The Owners are desirous that the Kedge anchor may be dispensed with, owing to the excessive weight of the anchors. This information is forwarded for the consideration of the Committee.

Report of Survey  
 Survey held at Hull  
 in the Machinery of the vessel  
 Vessel built at  
 Engines made at  
 Boilers, when made  
 Owners  
 If Surveyed Afloat  
 Port No.  
 Port  
 Officers of Examination and  
 when held, must be reported in detail, the nature and extent of the damage (the cause of which must be stated) sustained in the body of the report, should any letters respecting this case.  
 where the Surveyor has not made

#### REPORT ON MASTS, S

Having, in accordance  
 Spars, and Rigging,  
 M.V. "LIZZIE"  
 report that I found  
 rust-bound to overhaul  
 the above exception every

10  
 Register of Shipping,