

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

(Received at London Office

FRI. 13 JUL. 1923

Date of writing Report July 12<sup>th</sup> 1923 When handed in at Local Office 12-7 1923 Port of HULL  
 No. in Reg. Book 5533 Survey held at Hull Date, First Survey 5-7-23 Last Survey July 6<sup>th</sup> 1923  
 Tonnage { Gross 119 Net 65 on the Machinery of the Wood, Iron or Steel Se. "LIZZIE & ANNIE"  
 Vessel built at North Shields By whom J. Soffley & Sons When 1877  
 Registered Horse Power 27 Engines made at Leamington By whom Henry & Sons Ltd. When 1913  
 No. of Main Boilers 2 Boilers, when made (Main) (Donkey)  
 No. of Donkey Boilers 1 Owners G. F. Birch & Sons (1919) Ltd. Port Hull Voyage  
 Steam Pressure in Main Boilers 150 Surveyed Afloat or in Dry Dock Queen's Dock  
 in Donkey Boilers 150 (State name of Dock.)

Last Report No. 33361 Port HullParticulars of Examination and Repairs (if any) Annual 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 " " "

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? 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? Complete.

Please see classing letter of 5/6/23, in which the record of L.M.C. 4.22 is assigned upon Hull Reports 33361 and 34294.

How done:- Cylinders, pistons, connecting rods, crank & thrust shafts, inlet & exhaust valves, clutch, reversing gear & pumps all examined & found good. Fuel tanks & connections found in good order, and it was not considered necessary to test these.

Engines tried under working conditions & found good.

## General Observations, Opinion, and Recommendation:- The oil engines 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. 5, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

as how seen are in good & efficient condition, and eligible in my opinion to remain as classed and to have fresh record of L.M.C. 4.23.

Survey Fee (per Section 25) £ 2 10

Special Damage or Repair Fee (if any) (per Section 25) £

Travelling Expenses (if chargeable) £

Fees applied for

12-7 1923

RR

Received by me

10-23

Committee's Minute

THE JUL 17 1923

Assigned

CERTIFICATE

WRITTEN - 7-23

Engineer Surveyor to Lloyd's Register of Shipping.



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Annual Survey of All Engines  
No 423, Vol. 1

It is submitted that  
this vessel is eligible for  
THE RECORD. 2. 11. 1921

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16.7.21



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