

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

(Received at London Office

18 SEP 1925

Date of writing Report Sept 14<sup>th</sup> 1925 When handed in at Local Office Sept 14<sup>th</sup> 1925 Port of Hull

No. in Reg. Book. 25956 Survey held at Hull Date, First Survey Aug 21<sup>st</sup> Last Survey Sept 14<sup>th</sup> 1925  
(No. of Visits Three)

on the Machinery of the ~~Wood~~, Iron ~~STEEL~~ MOTOR SC "LIZZIE & ANNIE"

Tonnage { Gross 119  
Net 65

Vessel built at North Shields By whom J. Softley & Sons When 1877-6

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

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

No. of Donkey Boilers ✓ Owners E. P. Birch & Sons Ltd Owners' Address (If not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers ✓ Managers Port Hull. Voyage

in Donkey Boilers ✓ ✓ Surveyed Afloat & in Dry Dock Brigham & Coan Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) 9 Leven's Dock

Last Report No. PortParticulars of Examination and Repairs (if any) Damage

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? yes

Is it fitted with continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons ✓

Is the shaft now fitted new? no

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? Close fit

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

How done: - The propeller shaft examined with outside fastenings examined and found in good order

Damage stated to be due to vessel grounding in River Welland above Stosdyke on Aug. 19<sup>th</sup> 1925 whilst turning round to take up berth.

The propeller, tail end shaft, stern tube removed for access for refitting of new stern frame, and afterwards refitted. Line of shafting examined and found satisfactory

General Observations, Opinion, and Recommendation: - The machinery of this vessel is, as (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 lb., F.D., &c.)

now seen, in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of T.S. 9.25.

Survey Fee (per Section 28) £

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

Wellington Expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

FRI. 25 SEP 1925

TUES. 29 MAR 1927

Signed

As now

TUES. 23 AUG 1927

G. Clark Naux.

Engineer Surveyor to Lloyd's Register of Shipping.



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On acc of damage through grounding  
Screw shaft drawn shafting and

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 CLASSED.

5.9.25

*[Signature]*  
22/9/25



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.