

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

(Received at London Office

22 APR 1930

Date of writing Report 19 When handed in at Local Office 14. 4. 1930 Port of **HULL**

No. in Reg. Book. 26884 Survey held at **HULL** Date, First Survey 19 Last Survey **Apr. 2nd 1930** (No. of Visits one)

on the Machinery of the **Wood, Iron or Steel** **Sc "LIZZIE & ANNIE"**

Tonnage { Gross 119 Net 65 Vessel built at **N. Shields** By whom **J. Softley & Sons** When **1877-6**

Nominal Horse Power { 27 Engines made at **Newbury** By whom **Plenty & Sons Ltd** When **1913**

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

No. of Donkey Boilers ✓ Owners **G. F. Birch & Sons (1919) Ltd** Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers ✓ Managers Port **Hull** Voyage

in Donkey Boilers ✓ If Surveyed **Afloat or in Dry Dock** **North Bridge Rd.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Condition.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? **None.**

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? **no**

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.

Has the shaft now fitted been previously used?

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?

Close fit.

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

Complete as to condition, but the L.M.C. is due and the Owners Representative stated that this will be carried out as soon as it can be conveniently arranged, in the near future.

How done.

The propeller, stern bush, sea connections and fastenings examined and found good.

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

Survey Fee (per Section 25) £ 10
Special Damage or Repair Fee (if any) (per Section 26.) £
Travelling Expenses (if chargeable) £

Fees applied for
Received by me,
10

Committee's Minute

Assigned

TUE. 13 MAY 1930

WED. 11 JUN 1930

E. Knoffatt
Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

At 10.30 due 4.30 - To hold on
as can be conveniently
arranged.

Docking.

It is submitted that
this vessel is eligible to
remain as UNCLASSIFIED.

27/3/30
The Secretary
Propeller Co
pt. Ld.

The machinery of this vessel
is in good condition and eligible in my
opinion to remain as UNCLASSIFIED.

The foremast, stem mast, sea connections and
foremast examined and found good.

It is recommended that the vessel be
examined and found good.

It is recommended that the vessel be
examined and found good.

It is recommended that the vessel be
examined and found good.

It is recommended that the vessel be
examined and found good.

THIS SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

