

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

Date of writing Report 18.3.32 When handed in at Local Office 18 March 1932 Port of HULL (Received at London Office 22 MAR 1932)

No. in Reg. Book. Survey held at HULL Date, First Survey 15 Mar 1932 Last Survey 15 Mar 1932 (No. of Visits)

26934 on the Machinery of the Wood, Iron ~~and Steel~~ Sc "LIZZIE & ANNIE".

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

Nominal Horse Power { 62 Engines made at Newbury By whom Plenty & 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) Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 100 lbs. Managers (Donkey) Port Hull Voyage

in Donkey Boilers 1 Surveyed Afloat or in Dry Dock Union D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port.

Particulars of Examination and Repairs (if any) Bond & T.S.

(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 summarized 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 or 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 Boilers?

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

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 ligum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/32"

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

Complete.

how done.

Vessel in dry dock; the propeller, stern tube and bush, sea connections and fastenings examined and found good.

The Screw Shaft drawn in examined and found good.

General Observations, Opinion, and Recommendation:— The machinery 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. 9,11, B.A.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.) as now seen, is in good condition and eligible in my opinion to remain as classed without fresh record of survey and to have notation T.S. 3,32 in the Register Book.

Survey Fee (per Section 29) £ : NO FEE Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Wellington expenses (if chargeable) £ :

Committee's Minute

Assigned

WED. 30 MAR 1932

As now

L. Knoffatt.

Engineer Surveyor to Lloyd's Register of Shipping.



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

17.3.32

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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