

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

16 DEC 1932

(Received at London Office)

14 DEC 1932

Date of writing Report 19 When handed in at Local Office 19 Port of Hull

No. in Reg. Book 3394 Survey held at Hull Date, First Survey And Last Survey 13. 12. 1932 (No. of Visits One)

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

Tonnage Gross 117 Net 64 Vessel built at North Shields By whom J. Softley & Sons. When 1877-6 mo.

Nominal Horse Power 34 HP Engines made at Soderberg By whom Československá Mašiny a.s. When 32

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) -

No. of Donkey Boilers 1 Owners S. J. Birch (1919) Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 1 Managers Port Hull Voyage

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

Last Report No. 42657 Port Hull

Particulars of Examination and Repairs (if any) Air Kessel.

(Periodical Surveys, when held, must be reported in detail and verbatim 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. Secretary letter 19-9-32

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 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?

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

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

To COMPLETE the spare

gear approved in Secretary's letter 19-9-32 has yet to be placed on board. It is stated that this is in hand.

Now Done. Permanent starting air receiver examined in place in kessel and connected up. All found satisfactory.

Plan and Copy of Certificate enclosed herewith.

General Observations, Opinion, and Recommendation:— The Machinery of this Kessel, as now

(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, H.S. 9.11, B.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

seen, is eligible in my opinion to remain as classed with the second as recommended in Hull Report 43132 subject to spare gear being placed on board.

Survey Fee (per Section 29) £ 19
Special Damage or Repair Fee (if any) (per Section 29) £
Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

FRI. 23 DEC 1932

TUE. 23 MAY 1933

Engineer Surveyor to Lloyd's Register of Shipping.



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