

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7/7/34 When handed in at Local Office 7/7/34 Port of HULL
 No. in Survey held at HULL Date, First Survey 13/6/34 Last Survey 7/7/34
 Reg. Book. 62572 on the Wood, Iron or Steel M.V. LIZZIE & ANNIE
 TONNAGE: Built at NORTH SHIELDS By whom J. SOFTLY & SONS When 1877-6
 GROSS 117 Owners G. F. BIRCH & SONS (1919) LTD Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. 96 Managers (if not already recorded in Appendix to Register Book)
 NET 64 Port belonging to Hull

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock UNION DRY DOCK CO. Destined Voyage COASTING

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 43669 Port Hull

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. 10 1/2 ins

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY 4TH N° 3.

The vessel placed in dry dock. Bottom and rudder cleaned, examined and secured. The rudder lifted and found good. Shell plating examined throughout and in any of sidelights and found good. The shell plating has been drilled and the results are indicated later in this report. The bottom plating was found to be set up on port and starboard sides, and the owner states that the bottom has been in this condition for many years, and probably due to the usual loading and discharging on a Hard. It was not considered necessary to disturb the shell plating on the vessel in its present state. Chain cables ranged in dry dock and anchor examined. All close ceiling removed from the open bottom of the holds and holds, tween decks, engine space and open bottom of frame, fore and after peak and chain locker cleaned and examined and found good.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>NONE</u>	Air and Sounding Pipes <u>Good</u>	Copper, or T.M. of Wood Vessels (State if on Vessel) <u>When put on, Month Year</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>NO TANKS</u>	Dbing. Plates under Sounding Pipes <u>"</u>	Boats <u>Good</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>"</u>	Masts, Yards, &c. <u>"</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Condition, how ascertained <u>BY EXAMINATION</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which) <u>"</u>	Oil Bunkers <u>"</u>	(State if wedges removed) <u>YES</u>
" " in way of sidelights <u>"</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	Sails <u>Good</u>
Breasthooks <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Equipment letter <u>a</u>
Transoms <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Anchors, No. of <u>2 B-15</u>
Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>TESTED GOOD</u>	Planking of Wood Vessels <u>"</u>	Cables (State if now ranged) <u>YES</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>TESTED GOOD</u>	Caulking ditto <u>"</u>	" length <u>120 FT</u> mean diam. <u>11 1/2"</u>
Longitudinals <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>NONE</u>	Treenails ditto <u>"</u>	" (on board) <u>"</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	Breasthooks & Stems ditto <u>"</u>	" Rule length <u>120 FT</u> size <u>16</u>
Floors <u>"</u>		Transoms, Pointers, & Gutches ditto <u>"</u>	Hawser & Warps <u>Good</u>
Keelsons <u>"</u>		Timbers of Frame at openings ditto <u>"</u>	Standing and Running Rigging <u>"</u>
Stringers <u>"</u>		Ditto Ditto at other places ditto <u>"</u>	
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	
		Saltgates ditto <u>"</u>	
		(State if examined) <u>"</u>	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptnr 24, &c."

This vessel is in good condition and eligible in my opinion to remain as now classed with the notation of S. S. Hull 4TH N° 3-7-34, and fresh record of survey 7-34.

Survey Fee (per Section 20) 554TH N° 3. £ 10-0-0
 Special Damage or Repair Fee (if any) (per Sec. 20) £ -
 Travelling Expenses (if chargeable) £ -
 Second Surveyor's Fee (if any) £ -

Fees applied for,

7 JUL 1934

Received by me,

9-10-34

10

Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 17 JUL 1934

FRI. 31 AUG 1934

Character Assigned Deferred for

FRI. 14 DEC 1934

FRI. 15 MAR 1935

FRI. 31 MAY 1935

FRI. 20 SEP 1935



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Lloyd's Register Foundation

M.V. "LIZZIE & ANNIE"
All duties examined, masts and rigging examined as per enclosed rigging report and rigging renewed and repair effected. General equipment examined. Hatches, windlass, steering gear and its connections, hand pumps, scuppers, sluice valves, air and sounding pipes, ventilation and boat examined. Freshwater markings on masts revised and found correct.

SHELL DRILLING RESULTS 10 1/16" OF AN INCH.

SHELL	FORWARD		AMIDSHIPS		AFT END		
	25 SPACES AFT		14 SPACES AFT		25 SPACES AFT		
	OF COLLISION		HOLD		OF		
	BULKHEAD				AFTER BND		
	PORT	STAR RD	PORT	STAR RD	PORT	STAR RD	
UPPER DECK SHEERSTRAKE	6/16	5 1/16	5/16	5 1/16	5 1/16	6/16	The shell plating is found in good condition.
1 ST STRAKE BELOW	5 1/16	6/16	5 1/16	6/16	5/16	5/16	
2 ND "	5 1/16	6/16	5 1/16	5 1/16	4 1/16	4 1/16	
3 RD "	5 1/16	5/16	5 1/16	5 1/16	5/16	5/16	
4 TH "	5 1/16	6/16	5 1/16	5/16	4 1/16	5/16	
5 TH "	CEMENT		CEMENT		CEMENT.		

Repair now effected for special run. The vessel generally cleaned and rendered as found necessary, several defects still with, renewed. The lower portion of the collision bulkhead renewed, steering chain annealed and one chain pin and 2 chain cambs renewed, one length of chain cable of port cable which is missing has now been replaced by a new length and particulars from test certificate are given below.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.		
	1st Bower ...															
	2nd " "															
	3rd " "															
	Collective Weight.															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cable.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Inch.			
49897	156 1/2	1 1/2	7 3/4	15 1/2	5-3-5	-	-	-	Shoreline Name Not Given	Shoreline Name Not Given	25-6-34 S. C. PAUL.
Iron Stream Chain or Steel Wire....											

W. H. Engledow

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.