

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1-7-36 When handed in at Local Office 1-7-36 Port of Hull
No. in Reg. Book. Survey held at Hull Date, First Survey 25-6-36 Last Survey 30-6-1936
11196 on the Wood, Iron or Steel M.V. LIZZIE & ANNIE

61216 TONNAGE:- Built at NORTH SHIELDS By whom J. SOFTLEY & SONS. When 1877-6
GROSS 117 Owners A.W. STEARNS & SONS, Ltd. Owners' Address
UNDER DECK 96 Managers Port belonging to Hull
NET 64

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage
WB=CellDBorDBa feet; AEBB feet; f feet
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. 46562 Port Hull

(Periodical Surveys, when held, must be reported in detail and 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 summarized 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 NOT REQUIRED

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

COLLISION DAMAGE REPAIRS.

Damage stated to have been sustained by collision with the oil tanker 'ASPERITY' of London in the RIVER HUMMER NEAR PAULL on 23rd June 1936. Damage to port bow. Repairs now effected:- Stem bar faired in place, port lower pipe renewed, deck plating refitted, bow chock plate renewed, fore-castle bulwark wood capping part renewed, fore-castle rail angle No 2 and 3 bulwark plates faired in place, watertight compartment renewed, fore-castle wood deck caulked, fore-castle side No 1 plate renewed, No 2 plate faired in place, main sheer strake No 1 plate renewed, 1st stow bulkhead port side renewed, 2 lengths of half round moulding removed and replaced, No 1 main frame port side faired in place, wood linings, batten, wood bulkhead and door removed for repair and replaced. New shell plating has been tested on completion of repairs and found satisfactory. T.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	4							HAUSE PIPE.
Removed and Faired or Repaired								
Faired or Repaired in place	1	1				1		3 BULKHEAD PLATES, STEAM ROOM.

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Dble. Plates under Sounding Pipes	(State if on West).
Coamings	Bulkheads	Engine Room Skylights	When put on, Month Year
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights	Rudder	Scuppers	Condition, how ascertained
Breasthooks	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
Transoms	Windlass	Hatches	Sails
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Floors		Transoms Pointers, & Crutches ditto	" length mean diam.
Keelsons		Timbers of Frame at openings ditto	(on board)
Stringers		Ditto Ditto at other places ditto	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting ditto	Standing and Running Rigging
		(State if examined.)	

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 5," "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel as far as now run, is eligible in my opinion to remain as classed without fresh record of survey. New lower anchor to be supplied.

Survey Fee (per Section 29) £ 3-3-0
Special Damage or Repair Fee (if any) (per Sec. 29) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for, 2 JUL 1936
Received by me, 8 JUL 1936

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See Hull 46986



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England

ANCHORS.

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

[illegible]