

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

(Received at London Office)

THU. MAY. 31 1923

Date of writing Report May 30th 1923 When handed in at Local Office May 30th 1923 Port of HULL.

No. in Reg. Book. Survey held at Hull.

Date, First Survey 11.12.22 Last Survey May 27th 1923

6538 on the Machinery of the Wool, Iron or Steel Sc. "LIZZIE & ANNIE" (No. of Visits 2)

Tonnage Gross 119

Net 65

Registered 24

Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure in Main Boilers

in Donkey Boilers

Vessel built at North Shields. By whom H. Offley & Sons.

Engines made at Newbury. By whom Gentry & Sons Ltd.

Boilers, when made (Main) (Donkey)

Owners G. F. Birch (1919) Ltd. Port Hull

Surveyed Afloat or in Dry Dock Queen's Dock. Voyage

(State name of Dock.)

Last Report No.

Port

Particulars of Examination and Repairs (if any) Crossing.

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 summarised at the end of the report. State also the date 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

oil engines fitted.

If this was not done, state for what reasons?

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?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed?

If so, state reasons

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between lignum vitae 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?

Survey complete.

For full particulars of the machinery of this vessel, submitted with a view to classification, please see Hull Report 33361, also Secretary's letter S of May 12th 1923, addressed to Hull office.

A separate power pump now fitted, drawing water from the after end of after hold, and from the engine room. The slice valves from the bulkhead between the holds have been removed, and this bulkhead is not watertight. The pump examined under working conditions - found in good order.

General Observations, Opinion, and Recommendation: The machinery of this vessel 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, B.S. 9.11, B.M.S. 9.11, or S.L.M.C. 9.11, 240 lb., F.D., &c.)

seen is in good efficient condition, and is eligible in my opinion to have record of L.M.C. with date, as recommended in the above report.

Survey Fee (per Section 20).

£

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 20).

£

Received by me,

19

Travelling Expenses (if chargeable).

£

Committee's Minute

TUE JUN. 4 1923

Assigned

John H. Mackay

28. 13. CERTIFICATE NO. 23

John H. Mackay
Engineer Surveyor to Lloyd's Register of Shipping.

A Certificate required if so, to be sent to



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Lloyd's Register
Foundation

for endorsement dated 4-5-22.

Over hounds fitted & tested.
Annual Survey of All Engines May 4-23. 19623

It is submitted that:

This vessel is eligible for
LUBE RECORD. L.M.C. 4-22.

S4-22 N.E.B. N.H.P. 27.

B.T.
1-6-23

N.B.—If this Report is copied by Photocopying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

• THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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