

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

(Received at London Office)

WFO. 13 AUG. 1924

Date of writing Report Aug 12/24 When handed in at Local Office 12/8/24 Port of HULL.

No. in Reg. Book 75838 Survey held at Hull Date, First Survey Aug 12/24 Last Survey Aug 12/24 (No. of Visits 1)

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

Tonnage { Gross 119 Vessel built at North Shields By whom Hoffley, Sons When 1877
Net 65 Engines made at hewbury By whom Glenty, Sons When 1913

Nominal Horse Power 27 Boilers, when made (Main) ✓ (Donkey) ✓

No. of Main Boilers 2 Owners J. Rich, Sons (1919) L^t Port Hull Voyage ✓

No. of Donkey Boilers 1 Managers ✓

Steam Pressure—
in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Ashore on Hard
in Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. As for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned above required.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>+ 90A1.</u>		<u>Dec.</u>
<u>4.22.</u>		<u>7.23.</u>
<u>11.4.22. 11.3.4.22</u>		<u>T.S. 4.22.</u>
<u>Cong. bottom not fitted</u>		<u>Oil Engines</u>
		<u>NE 13</u>

Last Report No. 3444 Port HULLParticulars of Examination and Repairs (if any) Exam. of 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 summarised 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 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? ✓

parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

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

Now been changed? No If so, state reasons See note below.

Now fitted new? ✓

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8

If not complete state what arrangements have been made for its completion and what remains to be done?

placed on hard, and tail shaft examined. This
ft found to be considerably washed at fore end of
It is still efficient, but it is recommended
at a new tail shaft be fitted before the end
September 1924.
Propeller in good order. Sea fastenings not seen.

General Observations, Opinion, and Recommendation:—This machinery of this vessel
is 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 L.M.C. 9.11,
140 lb., F.D., &c.)
now seen is eligible in my opinion to remain as
used with regard to tail shaft seen 8.24, subject to the
shaft being renewed before the end of September 1924.

(per Section 28) £ 10

Damage or Repair Fee (if any) (per Section 28.) £ 10

Expenses (if chargeable) £ 10

Fees applied for

Received by me,

Committee's Minute

TUES. 19 AUG 1924

TUES. 18 NOV 1924

Engineer Surveyor to Lloyd's Register of Shipping.

ned

As now

Subject

FRI. 6 FEB 1925



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Lloyd's Register
Foundation

Surveyor's name and of firm wanted

*It is submitted that
this vessel is eligible to*

remain as CLASSED, subject to the

*Surveyor's being renewed before
the end of Sept. 24*

S.S. 24

H.

14/9/24.

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

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

