

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

(Received at London Office WFO. 13 AUG. 1924)

Date of writing Report Aug 12th 1924 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 12th 1924 Last Survey Aug 12th 1924 (No. of Visits 1)

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

Tonnage { Gross 119 Vessel built at Horth Shields By whom Hoffley & Sons When 1877
 Net 65 Engines made at hewbury By whom Glenty & Son Ltd When 1913

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

No. of Main Boilers 1 Owners J. Rich & Sons (1919) Lt 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. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Allowed before re-survey required.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 90A1.</u>		<u>unc.</u>
<u>4.22.</u>		<u>7.23.</u>
<u>11. Aug 3rd 1923. 4.22</u>		<u>T.S. 4.22.</u>
<u>Cong bottom not fitted</u>		<u>Oil Engines NE 13</u>

Last Report No. 34444 Port HULL

Particulars of Examination and Repairs (if any) Examⁿ 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

How often changed? No If so, state reasons See note below.

Is 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

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

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

General Observations, Opinion, and Recommendation:— The 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., E.D., &c.)

how 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) £ Fees applied for 10

Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 10

Expenses (if chargeable) £

Committee's Minute TUES. 19 AUG 1924

As now subject

John H. Mackintosh
 Engineer Surveyor to Lloyd's Register of Shipping.
 TUES. 18 NOV 1924
 FRI. 6 FEB 1925

so been held on ship? Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Surveyors examined & found wanted

*It is submitted that
this vessel is eligible to*

remain as UNCLASSIFIED, subject to the

Surveyors being unimpaired by the

the end of Sept. 24

S.P.24

H.

14/1/24

N.B.—If this Report is copied by copying Press, special 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.

