

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

(Received at London Office)

-5 FEB 1925

Date of writing Report 3-2-1925 When handed in at Local Office 3/2/1925 Port of Hull
 No. in Reg. Book. Survey held at Hull Date, First Survey 7.1.25 Last Survey 31-1-1925
 55858 on the Machinery of the Wood, Iron or Steel Sc. "LIZZIE & ANNIE."
 Tonnage Gross 119 Vessel built at North Shields By whom J. Sootley & Sons. When 1877 6
 Net 65 Engines made at Newbury By whom Plenty & Sons Ltd. When
 Nominal Horse Power 27 Boilers, when made (Main) (Donkey)
 No. of Main Boilers Owners G. F. Birch & Sons, (1919) Ltd. Owners' Address
 No. of Donkey Boilers Managers Port Hull Voyage
 Steam Pressure in Main Boilers
 in Donkey Boilers
 Surveyed Afloat or in Dry Dock Queen & Drypool. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC.

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?

And what parts of the Boilers could not be thus thoroughly examined?

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?

Is screw 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

Is shaft now been changed? yes If so, state reasons

See Hull Report No 35383.

the shaft now fitted new? yes

Has it a continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Close fit.

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

Complete.

The engines of this vessel, which have been overhauled & placed in good condition by the makers at their works, (see London Report No. 88486) have now been satisfactorily re-installed on board. The screw shaft, propeller, stern bush, sea connections & fastenings, fuel tanks & connections examined & found in good order. Pumps examined. Air receivers tested by hydraulic pressure to 400 lb. The machinery has been tried under working conditions & found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel's machinery

(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 L.M.C. 9, 11, 140 lb., F.D., &c.)

is in good condition, & eligible in my opinion to have class re-instated in the Steamers & Motorships Register Book, with fresh record of LMC 1.25. Note S. 1.25.

Survey Fee (per Section 29) £ 5 0 0 Fees applied for 4/2/25
 Special Damage or Repair Fee (if any) £ 1 1 MK
 Selling Expenses (if chargeable) £ 1 1 Received by me 4/2/25

Committee's Minute FRI, 6 FEB 1925

Signed L.M.C. 1.25

P. Fitzgerald.

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN.

The engines were removed from the vessel in October last - sent to the Kings for extensive overhaul & repairs. The ~~two~~ engines have been repaired (see for 88486) & now refitted the machinery removed.

It is submitted that this vessel is eligible for
THE RECORD. L.M.C. 1.25

N. 51.25

Vessel's name to be removed
from list of R.B.

6/2/25

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.



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