

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

(Received at London Office)

-3 OCT 1929

2 Oct 1929. Port of

HULL.Date of writing Report 1st Oct. 1929. When handed in at Local OfficeNo. in Reg. Book. Survey held at **HULL.**26884. on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "LIZZIE & ANNIE."

Tonnage Gross 119.

Net 65.

Nominal Horse Power 27.

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers ✓

in Donkey Boilers ✓

Vessel built at **NORTH SHIELDS**. By whom **J. SOFTLEY & SONS**. When 1877-6.Engines made at **NEWBURY**. By whom **PLENTY & SONS LTD.** When **NE 13.**

Boilers, when made (Main) ✓ (Donkey) ✓

Owners **G. F. BIRCH & SONS (1919) LTD.** Owners' Address (if not already recorded in Appendix to Register Book.)Managers **HULL.** Port **HULL.** VoyageSurveyed ~~aboard~~ in Dry Dock **DRYPOOL.**

(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
since
last
expiredMachinery and Boiler
Surveys
(including date of N.B. if any)

+90 A.I. 8-27. LMC 1-26.

S.S. HUL. 3rd NO 3422. LMC(M) 3-27.

SS HUL. NO 1-25. TS. 8-27.

CARGO BATTENS NOT FITTED. NE 13

Last Report No. Port

Particulars of Examination and Repairs (if any) 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? **No.**

Do.

Donkey

If this was not done, state for what reasons? **no boiler fitted. one engines.**

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

Is 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 Boilers? ✓

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 the 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? ✓

Has the shaft now been changed? **No** If so, state reasons. ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

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

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

Vessel placed in dry dock. Propeller, Tail shaft, stern bush, outside fastenings examined & found in good condition.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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.)

far as now seen is in good condition & eligible in my opinion remain as now classed & have notation T.S. seen 10-29.

Fee (per Section 28). £ : Fees applied for 19
Damage or Repair Fee (if any) (per Section 28). £ : Received by me,
Expenses (if chargeable). £ : 19

FRI. 11 OCT 1929

R. B. Grier.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

As now

S. 10. 29



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Lloyd's Register Foundation

Socair. T.S. drawn

It is submitted that
this vessel is all right to
remain as CLASSED.

(S) 7/10/24

5/10/24

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

