

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

(Received at London Office)

16 MAY 1933

15 MAY 1933

Date of writing Report 19 When handed in at Local Office 19 Port of

No. in Reg. Book. Survey held at IRON SE Date, First Survey And Last Survey 12.5.1933
(No. of Visits one)

25394 on the Machinery of the Wood, Iron or Steel M.V. LIZZIE AND ANNIE.

Tonnage Gross 117 Vessel built at North Shields By whom J. Softley & Sons. When 1877-6.
Net 64. Engines made at Sohertalje By whom Svenske Maskinverken When 1877-32
Nominal Horse Power 34. Boilers, when made (Main) HEAT (Donkey) -

No. of Main Boilers ✓ Owners J. Birch & Sons. (1919) Ltd. Owners' Address -
(If not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers - Port Hull Voyage -
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock -
in Donkey Boilers ✓ (State name of Dock.)

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

Last Report No. 43308 Port HullParticulars of Examination and Repairs (if any) Crew May 14th Entry

(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 summarized 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 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 screw shaft now been drawn and examined? It fitted with continuous liner?

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

Has shaft now been changed? 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?

State the distance between lignum vitae or bearing metal 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

See Hull. Rpt's Nos. 43132 & 43308.

The following spare parts have now been placed on board:-

One set of Cylinder cover studs & nuts, one Judson pin, 2 Conn rod bolts & nuts, 2 main bearing bolts, 1 set of crank shaft coupling bolts, one set of intermediate shaft coupling bolts, 1 set of parts for fuel pump, 1 set of belt & circulating pump valves & springs.

General Observations, Opinion, and Recommendation:-

(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.)

The machinery of the Vessel, as far as now seen, is in an efficient condition & eligible, in my opinion, to remain at classed without restrictions.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

Assigned

TUE. 23 MAY 1933

D. J. H. Collinson
Engineer Surveyor to Lloyd's Register of Shipping.



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Spare gear completed

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.

*without
special condition*

*227
195733*

LIZZIE and ANNIE.

*Surveyed
between
Gulf
and
H.*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.