

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

(Received at London Office 16 MAY 1933)

15 MAY 1933

Date of writing Report 10 When handed in at Local Office 10 Port of IRON SE

No. in Reg. Book 85394 Survey held at on the Machinery of the Wood, Iron or Steel M.V. LIZZIE AND ANNIE. Date, First Survey And Last Survey 12.5.1933 (No. of Visits one)

Tonnage Gross 117 Net 64 Vessel built at North Shields By whom J. Softley & Sons. When 1877-6

Nominal Horse Power 34 Engines made at Sohertalje By whom Svenske Maskinverken When 1877-32 (Donkey) -

No. of Main Boilers ✓ Owners J. Birch & Sons. (1919) Ltd. Owners' Address Port Hull Voyage

No. of Donkey Boilers ✓ Managers - (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.) -

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

Last Report No. 43308 Port Hull

Particulars of Examination and Repairs (if any) Crew Key 14 Entries

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Rpts 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 piston rod shaft coupling bolts, 1 set of parts for fuel pump, 1 set of helix & circulation 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, 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 closed and out. restrictions.

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

TUE. 23 MAY 1933

*D. J. J. Collins*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned As now W. H. H. H. H.



Has a Survey also been held on ship? If so, is the 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

