

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor 16 JUN 1934

VESSEL'S NAME Iron. Sc. "LIZZIE & ANNIE" Rpt. Hul No. 44912

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32).

4th

S.S. No. 3.

Nature of Survey

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in $\frac{1}{16}$ of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	
		Port.	Std.			Port.	Std.			Port.	Std.		
SPAR SHEER STRAKE													
Strake below													
MAIN SHEER STRAKE	6	5 5/2	1 1/2		6	6 5/2	- 1/2		5 5/2	6 1/2	-		
1st Strake below	5 5/2	6	-		5 5/2	6	-		5	5	-		
2nd	5 5/2	5 1/2	-		5 5/2	6	-		5 1/2	4 1/2	1/2	1/2	
3rd	5 5/2	5 1/2	-		5 5/2	5	-		5	5	-		
4th	5 5/2	5	-		5 5/2	6	-		5 1/2	5 1/2	-		
5th													
6th													
7th													
8th													
9th													

Drillings at ends made in the vicinity of the peak bulkheads.

The Hull Surveyors report this vessel placed in dry dock and the requirements of the 4th S.S. No.3, due 4,34, complied with.

The shell plating has been drilled with results as shown above, which are satisfactory.

The bottom has been cleaned and coated, repairs effected to collision bulkhead, steering gear and rigging and minor repairs carried out.

A length of chain cable has been placed on board and verified with certificate of test, to replace a missing length.

The bottom plating was found to be set up on port and



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"LIZZIE & ANNIE" (2)

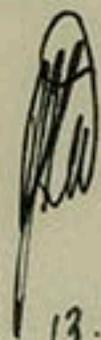
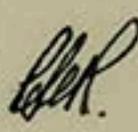
starboard sides, but it is stated this condition has obtained for many years and is probably due to the vessel loading and discharging on the hard.

In the Surveyors' opinion it was not considered necessary to disturb the shell plating, as the ship is seaworthy in her present state, and they make no recommendation as to a condition of class in respect to this item.

It is submitted the vessel appears worthy to remain as classed with record of survey 7,34 and notation of S.S. 4th No.3-7,34.

90A1
7,34 Hul
S.S. Hul 4th No.3-7,34

The Certificate of Classification to be endorsed "*Cargo battens not fitted*" and the same notation to be printed in the Register Book.



13.7.34



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