

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

(Received at London Office)

-9 JUL 1934

26 JUN 1934

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

No. in Reg. Book. Survey held at Hull Date, First Survey 13/6/34 Last Survey 15/6/1934
(No. of Vint) 2

12015 on the Machinery of the Wood, Iron or Steel M.V. LIZZIE & ANNIE

Tonnage { Gross 117 Vessel built at H. Shields By whom J. Hopley When 1877-6.
Net 64

Nominal Horse Power { 14 Engines made at Sodertalje By whom Janaka Westindian When 9-32

No. of Main Boilers 1 Boilers, when made (Main) 1 (Donkey) 1

No. of Donkey Boilers 1 Owners G. Birch & Sons (1919) Ltd Owners' Address _____
(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ Managers _____ Port Hull Voyage _____
in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock in dry dock
(State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Requiring of C.S.

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 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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? ✓

State latest date of internal examination 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? 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

Has 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? ✓

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The rule requirements to be carried out, except as noted below.

Working:- Loose pieces in dry dock, propellers & sea fastenings found in good order. Tail shaft, no lines, drawn examined & found good.

Sea cocks opened, examined & found in good order.

C.S. All cylinders, covers, valves & pistons examined, & found good. Connecting rods in good order, with bridge pins, crank pins & crank pin bearings.

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

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

now seen is eligible in my opinion to remain as classed, and to

have record of Tail shaft seen 6/34, and L.M.C. C.S. with date

when the survey is complete.

Survey Fee (per Section 99) £ _____ Fees applied for _____

Special Damage or Repair Fee (if any) (per Section 99.) £ _____ Received by me, _____

Travelling expenses (if chargeable) £ _____

Committee's Minute TUE. 17 JUL 1934 Deferred

Assigned _____

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 90A1.		L.M.C.
3-32		9-32
Actual 3-32 4-22		T.S. 3-32
Actual 11-2 30		N.E. 32
DARGO BATTENS NOT FITTED.		

Ed. Wynn

Insert Character of Ship and Machinery precisely as in the Register Book.

FRI. 31 AUG 1934
FRI. 14 DEC 1934
FRI. 15 MAR 1935
FRI. 31 MAY 1935
FRI. 20 SEP 1935