Rpt. 9.

BOX CASE No. 45320.

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

(Received at London Office -6 DEC 1934)

Date of writing Report _____ 19 When handed in at Local Office 5 DEC 1934 19 Port of HULL

No. in Reg. Book. 62572 Survey held at Hull. Date, First Survey 27/11/34 Last Survey 1/12/1934 (No. of Visits 2.)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ Sc "Lizzie + Annie".

Tonnage { Gross 117 / Net 64

Nominal Horse Power { 34

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 Sodertalje By whom Svenska Maskinverken Nya When 1932.

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

Owners B.W. Steamship Tug + Lighter Co Ld. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers W. Scott. Port Hull. Voyage ✓

~~If~~ Surveyed Afloat ~~or in Dry~~ Dock R. Hull. (State name of Dock.)

H5060

Last Report No. ~~44~~912 Port Hull. Advancement

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 assigned and expired.	Machinery and Boiler Surveys. (Including date of N.B., if any).
✠ 90 A1 3,32		L.M.C. 9,32.
SS Hul 3rd No3-4,22.		T.S. 6,34.
SS Hul No2-30.		
		NE 32
barge battens not fitted.		
		Oil Eng.

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

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 has 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? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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

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? ✓

The 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? No Is 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 ✓

Is 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? ✓

Date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the continuous Survey, the full requirements to be complied with, excepting the examination of propeller, its fastenings, sea cocks, main engine cylinders, heads, valves, pistons, connecting rods, gudgeon pins and crank shaft.

Please see Hull Report 44912.

Work done for L.M.C.-C.S.

Crank shaft with bearings examined and found good.

Two cylinders (now renewed) examined and found good, fitted in place and engine tried under working conditions.

Repairs - wear + tear.

2 cylinders (main engine) renewed. 9 7/8" dia.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good condition and eligible in my opinion, to remain as classed with fresh record L.M.C.-CS with date, when the survey is completed as stated.

Is a certificate required? If so, to be sent to

Survey Fee (per Section 29) Part L.M.C.-C.S. 25% of £7-10-0 £ 1 : 17 : 6

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 5 DEC 1934 19

Received by me 8-3 1936 19

L. Moffatt.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 DEC 1934 FRI. 15 MAR 1935 FRI. 31 MAY 1935 FRI. 20 SEP 1935

Assigned Deferred Deferred Write Stl

10m.6.34.—Transfer Ink. (The Surveyors are requested not to write on or below this margin.)

LR-FAF-SA12-300

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No 3 due 4-34 advanced

It is submitted that this vessel WILL BE eligible for the record. LMC 6-34 on

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.

Completion

10/10/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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