

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

(Received at London Office 17 MAY 1935)

Date of writing Report _____ When handed in at Local Office 16 MAY 1935 Port of HULL

No. in Reg. Book 62572 Survey held at Hull Date, First Survey 10/5/35 Last Survey 13/5/1930

11196 on the Machinery of the Wood, Iron and Steel Sc "Lizzie & Annie" (No. of Vins 3)

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

Net 64 Engines made at Sodentalje By whom Donkey's Maschinenwerk, Ruyven When 1932

Nominal Horse Power 34 Boilers, when made (Main) _____ (Donkey) _____

No. of Main Boilers _____ Owners S.W. Steamship, Tug & Lighter Co. Ltd. Owners' Address _____

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

Steam Pressure in Main Boilers _____ Port Hull Voyage _____

in Donkey Boilers _____ 45320 Hull Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____ Advancement of _____

Particulars of Examination and Repairs (if any) L.M.C.

(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 _____ Present Condition of Funnels: none

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 _____

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 _____

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

Is electric light and/or power fitted? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete L.M.C. the following to be examined:- bilge, pumps, clutch & reverse gear, thrust & intermediate shafts and the main engines to be tried under working conditions. Two small air receivers to be examined internally or tested by water pressure to 600 lbs. The Owners' manager states that this vessel trades from Hull weekly and the survey will be completed as soon as can conveniently be arranged, in the immediate future.

how done.
Examined circulating pumps and found good.
Examined one air receiver (largest), fuel storage tanks and daily service tank internally, with pipes and fittings and found good.

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, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

now seen, is in good condition and eligible in my opinion, to remain as classed with fresh record L.M.C. 6.34 when the survey is completed as stated

Survey Fee (per Section 29) L.M.C. 65-0-0.
 less part fee. 1-17-6 3 X 6
 Special Damage or Repair Fee (if any) _____
 Travelling expenses (if chargeable) _____

Fees applied for _____
 Received by me, 11.9.35
12/9

B. Knoffatt.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 31 MAY 1935

FRI. 20 SEP 1935

Assigned Deferred for
Whitby Comp no. 3

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 _____