Rpt. 9.

BOX OWNER No. 46562

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

(Received at London Office 18 FEB 1936)

Date of writing Report 17 FEB 1936 19 When handed in at Local Office 19 Port of HULL

No. in Reg. Book. 11196 Survey held at Hull Date, First Survey 30/12/35 Last Survey 3/2/1936 (No. of Visits 26.)

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 mo

Engines made at Sodertalje By whom Svenska Mask. Nya AB When 1932

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

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

Managers ✓ Port Hull Voyage Coasting

~~If~~ Surveyed Afloat ~~or~~ in Dry Dock Union Dry Dock & Old Harbour. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Eng & New Mchy.

(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.

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 unexpired now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
+ 90 A1		N.E. 32
7.34		LMC 6.34
S.S. Hul 4th N°3-7.34		TS. – 6.34
Cargo battens not fitted		
~~Close fit~~		
OIL ENGINES.		

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

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? ✓

" " 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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? ✓

Has shaft now been changed? Yes If so, state reasons To suit new engines

Has the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State 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 Close fit

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 Complete.

Now done (To Owners account):-

Vessel placed in dry dock. Sea connections opened up and examined. The propeller, sternbush, shafting and engines removed from vessel. Seatings examined, found in good order, and adapted to suit new engines. New engines, shafting, propeller & sternbush, constructed by Messrs Skandia-Verken AB. of Fysekil, now fitted to vessel. (See 1st Entry Rpt herewith) A Cederwall gland has now been fitted to the new screwshaft. Engine alignment and foundation bolts examined and found satisfactory. Engines examined on completion, tried under working conditions and found satisfactory. An additional starting air receiver has now been constructed and fitted on board. Receiver shell cut from an approved boiler plate marked LB. N°844 tested by the Society's Surveyors at Appleby-Frodingham (P.T.O.

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

(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, ✠ L.M.C. 9,11, or ✠ LMC 140 lb., F.D., &c.) CS 3,34,

is now in safe working condition, eligible in my opinion to have fresh record of L.M.C. N.E. 2.36. T.S. (OG) N. 2.36. It is further submitted the vessel's name be now deleted from the S.R. list.

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

Survey Fee (per Section 20) Fee charged on 1st Entry Rpt Herewith

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

Travelling expenses (if chargeable) £ :

Fees applied for 19

Received by me, 19

FRI. 28 FEB 1936

A. W. B. Edwards.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned LMC 2.36
NE. 2.36
S.N. 2.36 OG

CERTIFICATE WRITTEN 6.5.36

Rpt. 9a.

Port of Hull Continuation of Report No. 46562 dated 17/2/36 on the

Iron Sc. M.V. "Lizzie & Annie".

Steel Works on 17/3/35. The end plates were made from a piece of boiler plate tested as per enclosed certificate. Receiver hyd. tested to 560 lbs□" and found tight and satisfactory. Now stamped LLOYDS TEST 560 LBS□". W.P. 280 LBS□". B.E. 21.1.36.

The existing air receivers, air piping, & pumping arrangements have been examined, adapted to suit new engines, tried under working conditions and found satisfactory. The oil fuel tanks and fittings have been examined & found in good order.

S.R. Slot:- Two S.D. Steel air receivers, originally fitted in 1932, now hyd tested to 500 lbs□" and found tight and satisfactory.

A.W.B.E.

Non-propelling machinery fitted.

☐ It is submitted that this vessel is eligible for THE RECORD. ALWC 2·36. NE 2·36 SN 2·36 O.G.

Award particulars to RO.

20/2/36.

Rpt. 4b

Date of writ

No. in S
Reg. Book.

11196

Built at

Engines m

Donkey B

Brake Ho

Nom. Hor

Trade for

OIL EN

Maximum pr

Span of bear

Revolutions p

Crank Sha

Flywheel S

Tube Shaf

Bronze Lin

propeller bos

If the liner

If two liner

shaft Yes

Propeller.

Method of
Measured
Feed.

non-conducting

Cooling Wa

Bilge Pump

Pumps comm

Ballast Pu

Are two indep

Pumps, No.

In Holds, &c

Independe

Are all the

led from eas

Are all Sea

Are they fixe

Are they eac

What pipes

What pipes

Are all Pip

Is the arran

compartmen

If a wood

Main Air

Auxiliary

Small Au

Scavengi

Auxiliary

AIR R

Can the i

High Pre

Seamless,

Starting

Seamless,