

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2/8/38 When handed in at Local Office 2/8/38 Port of HULL
 No. in Reg. Book 60516 Survey held at HULL Date, First Survey 13.7.38 Last Survey 2/8/1938
on the Wood, Iron or Steel M.V. LIZZIE & ANNIE (No. of Vessel)

TONNAGE: Built at NORTH SHIELDS By whom J. SOUTLEY & SONS When 1877-6
 GROSS 117 Owners T.B. W. STEPHENS & CO. LONDON Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DECK 96 Managers (if not already recorded in Appendix to Register Book)
 NET 64 Port belonging to HULL

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Union D.D.C. Destined Voyage (if not already recorded in Appendix to Register Book)
 WB=Cell DBor DBa feet; uE&B feet; f feet
 total capacity tons. FRT tons; APT tons; MT feet tons.

B.-All alterations in the existing records should be underlined.

Report, No. 46986 Port Hull

When the vessel is surveyed, the surveyor must be reported in detail and in writing in the terms of the Rules and items remaining to be done. The surveyor should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of the damage. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters sent to the Registrar.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY 5TH N°1.
 The vessel placed in dry dock, bottom and inside cleaned; examined & recoated. Rudder lifted and middle joint renewed. Shell plating examined throughout and repairs effected as given later in this report. The bottom plating was found to be in good condition on port and starboard sides, and the Owner states that the bottom has been in good condition for many years, and probably due to the careful loading and discharging of cargo. It was not considered necessary to disturb the shell plating on the vessel. Chain cables ranged in dry dock and anchors examined. All clow ceiling removed from the top of open bottom of the holds No 1 and 2, and holds, engine space and open bottom of same cleaned, examined and recoated. Green ducts, fore and after peaks, and chain locker cleaned and examined. P.T.O.

REPAIRS TO BE DONE:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
CONDITION OF THE	GOOD	NOT GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
State of Tanks have been examined inside								
State of Tanks now tested								
Bulkheads								
Ceiling								
Cement on Deck (State which)								
Rudder								
Steering gear and its connections								
Windlass								
Have pumps now been examined and found efficient?								
Have Sluice Valves now been examined and found efficient?								
Have Watertight Doors now been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Dbing. Plates under Sounding Pipes								
Engine Room Skylights								
Coal Bunkers, Open'gs, Lids, &c.								
Oil Bunkers								
Scuppers								
Cargo Hatchways								
Hatches								
Planking of Wood Vessels								
Caulking ditto								
Treenails ditto								
Breasthooks & Stemson ditto								
Transoms Pointers & Crutches ditto								
Timbers of Frame at openings ditto								
Ditto Ditto at other places ditto								
Stringers, Clamps & Shells ditto								
Stiffing ditto								
(State if examined.)								
Copper, or Y.M. of Wood Vessels (State if on Hull)								
When put on, Month								
Year								
Boats								
Masts, Yards, &c.								
Condition, how ascertained								
(State if wedges removed)								
Sails								
Equipment letter								
Anchors, No. of								
Chain Locker								
Cables (State if now ranged)								
length (on board)								
mean diam.								
Rule length								
size								
Hawser & Warps								
Standing and Running Rigging								

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any, and if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24."

This vessel is in good condition and eligible in my opinion to remain as classed with the notation of S.S. No. 1-38, and fresh record of survey 8-38.

Survey Fee (per Section) £5.50
 Special Damage or Repair Fee (if any) (per Sec. 20)
 Travelling Expenses (if chargeable) (per Sec. 20)
 Second Surveyor's Fee (if any) (per Sec. 20)

Fees applied for

5 AUG 1938

Received by me

1/12/38

MR 6/12

Surveyor to Lloyd's Register of Shipping.

FRI 24 MAR 1939

Committee's Minute

Character Assigned

3 5.7.38

Deferred for complete

Insch. Survey

9071

S.S. No.



Lloyd's Register Foundation

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.

LR-FAF-SA12-391

Forecastle deck. 3 deck planks renewed starboard side, port side deck planks part renewed, crew coal ventilator craming, and ply & canvas cover renewed, windlass cable lifter and shaft renewed, steel hawse pipe cover renewed, windlass brake belt and handles renewed.

Proop deck deck and uprains as necessary, 1 glass deck light to cabin renewed, and bulwark and top rail renewed starboard side and around stern.

Upper deck pitch pine deck 2 1/2" thick renewed port and starboard sides from proop to forecastle, also at fore end in center at forecastle front renewed.

Wood deck caulked and painted, stringer plate and ^{return bar renewed port & starboard at sides No 2 hatch.}

No 2 hold. all ceiling removed and open bottom cleaned and recoated and ceiling all relaid, plate fitted under hold rounding pipe, bulkhead top angle part renewed.

Engine room. 2 frames port side and 1 frame starboard cropped and part renewed, proop front bulkhead doubled on starboard side, hand pump to hold fitted with new tail pipe, lifeboat stem (and) renewed, firing port shutter fixed and made reliable, engine room casing top doubled port and starboard sides, hand steering gear examined, 2 lengths (all) steering chain renewed certificate No 40325 Pradley Heath, dated 25-7-38, L.P.H.C.H. S.C. PAUL, on proop deck 2 quarter sheen restings and 2 sheen pins renewed, 2 guide sheen pins renewed, 2 guide sheen blocks renewed.

Span gear now supplied. one length of steering chain, 4 shackles, 4 connecting links, 2 sheen pins, steering gear (hand only) tested on completion.

W. Engledow