

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... **8 AUG 1951** Port of **HULL**

No. in Reg. Book **67141** Survey held at **HULL** Date, First Survey **4. 7. 51** Last Survey **18. 7. 19 51**

on the **WOOD IRON OR STEEL** S.S. **"LIZZIE and ANNIE"** (No. of Visits... **7**)

Built at **North Shields** By whom **J. Softley & Sons** When **1877** YEAR MONTH **6**
Owners **B.W. Steamship, Tug & Lighter Co Ltd.** Owners' Address **-**
Managers **-** Port belonging to **Hull**

Surveyed Afloat or in Dry Dock? **Drydock** Name of Dock **Browns Drydock** Destined Voyage **-**

LD Bor DBa **-** feet; uE & B **-** feet; f **-** feet
Capacity **-** tons. FPT **-** tons; APT **-** tons MT **-** feet tons.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. **24346** Port **Gms.**

Official Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 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 respecting this case.

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 to whom and why they were declined **-** Society's Freeboard (if assigned) as painted on Ship and now verified **21.0 1/2 ins.**

Was a damage report made by anyone else? if so, by whom? **-**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey Type (C)**
WORK DONE:— Vessel placed in drydock, shell plating, sternframe and rudder cleaned, examined and recoated. Last seen in drydock **12.7.51**.

EXAMINED:— All holds, decks, engine space, under engines, chain locker, anchors and cables, fore peak and after peak spaces, masts, rigging, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, ventilators, air and sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, general equipment and freeboard.

Spaces cleared, cleaned and rust removed, also ceiling, lining and cement removed, all as required. Steelwork afterwards coated where necessary. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	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								

ESSENTIAL CONDITION OF THE		Good		Good		Good		Good	
Planks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-	When fitted, Month	-
Planking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-	Year	-
Stowings	"	Cement or Asphalt	"	Oil Bunkers	-	Boats	-		
Rivets & Fastenings	"	Rudder	"	Scuppers	Good	Masts, Yards, &c.	Good		
Side Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	By examination		
" in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	a		
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	2B 1S		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	Yes		
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	Yes		
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length 120 fm mean diam. 11/16	11/16		
Stops	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" Rule length 120 fm size 11/16	11/16		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	Chain Locker	Good		
Stringers	"			" " at other places	-	Hawsers & Warps	"		
Inner Bottom Plating	-			Swingers, Clamps & Shelves	-	Standing and Running Rigging	"		
Have the Tanks been examined internally?	No.			Salting	-	Sails	-		
Have the Tanks been tested?	No.								

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of Docking 7,51 and to receive the Notation of s.s.Hul 7,51.

Survey Fee (per Section 29)	S.S.	£ 13 : 0 : 0	Fees applied for	
Special Damage Repair Fee (if any) (per Sec. 29)	W.B.T.	£ 4 : 4 : 0	Received by me,	
Travelling Expenses (if chargeable)		£ :		
Second Surveyor's Fee (if any) (Rigging)		£ 1 : - : -		

Committee's Minute. **THU 20 SEP 1951**
Character Assigned **7,51 Hul**

s.s. Hul - 7,51 LMC 7,51 S. 7,51
CERTIFICATE WRITTEN.

LR-FAF-SA13-75
LR-FAF-SA13-73
LR-FAF-SA13-71
LR-FAF-SA13-69

YES HULL
Certificate required? If so, to be sent to

