

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

5 AUG 1938

(Received at London Office)

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Date of writing Report 10 When handed in at Local Office 19 Port of **HULL**

No. in Reg. Book. Survey held at **Hull** Date, First Survey **14.7.38** Last Survey **26.7.1938**
60516 on the Machinery of the **Wood, Iron or Steel** **M.V. Lizzie and Annie** (No. of Visits **4**)

Tonnage { Gross **117** Vessel built at **North Shields** By whom **J. Softley and Sons.** When **1877** 6
 Net **64** Engines made at **Hysekil** By whom **Skandia-Verken** A/S. When **1936**
 Nominal Horse Power **56** Boilers, when made (Main) **none** (Donkey) **none**
 No. of Main Boilers **nil** Owners **B.W. Steamship, Tug & Lighter Co.** Owners' Address **La (if not already recorded in Appendix to Register Book.)**
 No. of Donkey Boilers **nil** Managers **and** Port **Hull** Voyage
 Steam Pressure in Main Boilers **✓** If Surveyed Afloat or in Dry Dock **Union Dry Dock** (State name of Dock.)
 in Donkey Boilers **✓**

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned	Machinery and Boiler Survey (including date of N.R., if any).
+90 A.I.	1.36	L.M.C. - 2.36
S.S. H.M. 4 N's.	7.34	T.S. 00. N.2.36

Large ball valves not fitted.

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and variation 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?

" " 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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now done. Main engine N° 1 cylinder (Forward), piston, head, valves (air suction), gudgeon pin, Top and 'bottom' end bearing, connecting rod, No 1 crankpin and webs, No 3 main bearing, top half, No 3 'journal', main engine clutch, and both oil fuel tanks internally and externally, all found in good order. Docking. Tailshaft drawn and examined, propeller stem bush, oil gland, and outside fastenings examined, together with sea connection, and all found in good order.

General Observations, Opinion, and Recommendation:— **Eligible in our opinion**

(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, H.S. 0.11, H.S.M.S. 0.11, L.M.C. 0.11, or L.M.C. 140 lb., F.D., &c.)

to remain as classed with fresh record of L.M.C. (M) 7-38 and T.S. (O.C.) 7-38.

Survey Fee (per Section 20) **L.M.C. (M) £ 3.10**

Special Damage or Repair Fee (if any) (per Section 20.)

Travelling expenses (if chargeable)

Fees applied for

5 AUG 1938

Received by me

11/12.38

John Douglas for self & A. R. Sneddon
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Deferred

FRI 9 SEP 1938

5/12



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