

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAR - 5 1941

Date of writing Report

19

When handed in at Local Office

3 MAR 1941

10

Port of

Hull

No. in
Reg. Book.

Survey held at

Hull

Date. First Survey

14.2.41

Last Survey

25.2.1941

(No. of visits 2)

60533

on the Machinery of the Wood, Iron or Steel M/V Lizzie & Annie

Tonnage

Gross

117

Net

64

Vessel built at

By whom

Year. Month.

Nominal
Horse Power

56

Engines made at

By whom

When

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

When

No. of Donkey Boilers

Managers

Owners' Address

Steam Pressure

in Main Boilers

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock)

Port

Voyage

Last Report No. 49478

Port Hull

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

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

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 the 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

Complete
Main Engine (forward) opened up. Cylinder, head, valves, top & bottom ends & pins, also pistons, examined and found in good condition, also No 3 main bearing & journal examined & found good.
No 1 from forward

General Observations, Opinion, and Recommendation:

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

The machinery of this vessel as far as the gear, is in an efficient condition, and eligible, in my opinion, to remain so classed, with fresh record L.M.C. (M) 9/11

Survey Fee (per Section 29) £ 3.10.-

Fees applied for

Special Damage or Repair Fee (if any) £

3 MAR 1941

Travelling expenses (if chargeable) £

Received by me,

Committee's Minute

Assigned Deferred

TUE. 11 MAR 1941

TUE. 6 MAY 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Rate (m) due 7.40 new fault
here.

It is submitted that this
vessel WILL BE eligible
for the record.

Rate (m) 2.40
on completion of work

How
10.3.44