

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

(Received at London Office

19 FEB 1945

Date of writing Report. 14-2-45 19... When handed in at Local Office. 14-2-45 19... Port of HULL

No. in Survey held at HULL Date. First Survey 13-1-45 Last Survey 12-2-45 19... (No. of Visits. 3)

Reg. Book. 60466 on the Machinery of the Wood, Iron or Steel n.s. "LIZZIE & ANNIE"

Tonnage { Gross 117 Vessel built at North Shields By whom J. Softley & Sons When 1877 6
 Net 64 Engines made at Lyselkil By whom Skandia- Verken A/B When 1936
 Nominal Horse Power 56 Boilers, when made (Main) 1877 (Donkey) -
 No. of Main Boilers - Owners B.W. Steamship, Tug & Lighter Co. Ltd. Owners Address -
 No. of Donkey Boilers - Managers - Port HULL Voyage -
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat. River Hull
 in Donkey Boilers - (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC. CS.

(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 not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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 Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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? NO

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush

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?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. See Form 7E.

Now Done:-

Both cylinders of main engine, together with pistons, connecting rods, top and bottom end bearings and crankpins examined and found in good condition.

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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

Eligible in my opinion to remain as classed with fresh record of LMC. CS, with date, on completion

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me,

Committee's Minute

Assigned

TUES. 13 MAR 1945

Engineer Surveyor to Lloyd's Register of Shipping.

CS or modified survey due 7.64
Party held new.

It is submitted that the
essel WILL BE eligible for
the record. + LNC (M) 2.65-
on completion.

L.Y.
9/3/65.