

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

(Received at London Office 17 OCT 1945)

Date of writing Report 13th October 1945 When handed in at Local Office 13th October 1945 Port of Grimby

No. in Reg. Book 10394 Survey held at Grimby Date, First Survey 11th October 1945 Last Survey 12th October 1945 (No. of Vessels Two)

on the Machinery of the Iron "LIZZIE & ANNIE"

Tonnage } Gross 117
Net 64

Nominal Horse Power 56

No. of Main Boilers ✓

No. of Donkey Boilers ✓
in Main Boilers ✓
in Donkey Boilers ✓

Vessel built at North Shields By whom J. Softley Sons When 1877-6

Engines made at Lyskil By whom Skandia-Verken A/B When 1936

Boilers, when made (Main) (Donkey) ✓

Owners B. W. Steamship, Tug & Lighter Co Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Hull Voyage ✓

✓ Surveyed in Dry Dock Doig's Slipway No. 2 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Comp LMC (m)

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

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? no

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? yes

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 Oil gland

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. See Hed Rpt.

How done Vessel placed on slipway. Propeller, sea connection, outside fastenings examined and found in good condition.

No. 1, 2, 3 crank journals and main bearings, attached cooling water and bilge pumps opened out; working parts examined and found in good condition.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good

(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, E.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., E.D., &c.)

and efficient condition and eligible, in my opinion, to remain as classed with a fresh record of L.M.C (m) with date as previously recommended.

Survey Fee (per Section 29) 2 : : Fees applied for 19

Special Damage or Repair Fee (if any) 2 : : Received by me, 19

Travelling expenses (if chargeable) 2 : : ✓

Committee's Minute

Assigned L.M.C (M) 2,45

TUES. 20 NOV 1945

G. B. Rux.
Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

Modified Perry due 7.66
hardly held 7.65, now complete.

It is submitted that this vessel is eligible for THE 1960. 7-2 MC (M/2

2.6
15-11/45-

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