

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

(Received at London Office

20 AUG 1949

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of GRIMSBY.

No. in Survey held at GRIMSBY. Date. First Survey and Last Survey 17th Aug 49.
Reg. Book. (No. of Visits.....One.....)6834 on the Machinery of the ~~W. G. S.~~ Iron or Steel m.v. "LIZZIE & ANNIE".

Tonnage { Gross 117 Vessel built at North Shields By whom J. Softley & Sons. Year. Month. 1877 6
Net 64 Engines made at Lysekil By whom Skandia-Verken A/B When 1877
Nominal 56 MN Boilers, when made (Main) - (Donkey) -
Horse Power - Owners B.W. Steamship, Tug & Ltr. Co. Ltd Owners' Address -
No. of Main Boilers - Managers - (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Port HULL Voyage -
Steam Pressure -
in Main Boilers -
in Donkey Boilers -
If Surveyed ~~in~~ in Dry Dock Doig's
(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) CONDITION.

Periodical Surveys, when held, must be reported in detail and verbatim 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? No

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 15/1000ths. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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. Complete.

OW DONE: Vessel placed in dry dock. Propeller, outside fastenings examined and found in order.
Main engine clutch opened out, working parts examined and found good.

EAR & TEAR REPAIRS: Bronze working propeller stated unsatisfactory, removed, new bronze
propeller fitted. Fit of new propeller checked on screw shaft cone and found good.

General Observations, Opinion, and Recommendation: The machinery is in good and efficient condition

(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 or LMC 9.11 or LMC 140 lb., 7D, &c.)

and eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 29) £ - : - : Fees applied for
Mal Damage or Repair Fee (if any) £ - : - : Received by me,
Travelling expenses (if chargeable) £ - : - :
Committee's Minute TUE 8.27 SEP 1949
Signed As saw

Engineer Surveyor to Lloyd's Register of Shipping.