

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.

19 AUG 1949

No. in Survey held at GRIMSBY. Date. First Survey and Last Survey 17th Aug 49. (No. of Visits.....One.....)

6834 on the Machinery of the ~~Wagon~~ Iron ~~or Steel~~ m.v. "LIZZIE & ANNIE".

Tonnage { Gross 117 Vessel built at North Shields By whom J. Softley & Sons. When 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 }
 No. of Main Boilers - Owners B.W.Steamship, Tug & Ltr.Co.Ld Owners' Address -
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure - Port HULL Voyage -
 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 written 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

CHARACTER		Years assigned how long expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.			
#90A1	8,48		IMC 6,47
			NE 36
ssGms.	6,47 (Dr.)		OG 8,48
Cargo battens	not fitted.		Oil Eng.

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.

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

WORK 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.

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

Survey Fee (per Section 22) £ - : - : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 23.) £ - : - : Received by me, 19
 Printing expenses (if chargeable) £ - : - : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 8.27 SEP 1949
Signed As saw

Insert Character of Ship and Machinery precisely as in the Register Book.

SA13-64 THE SURVEYOR

tested and sent.