

Rpt. 9.

No. 6002K.

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

(Received at London Office)

12 FEB 1954

Date of writing Report 8.2.54.

When handed in at Local Office

10 FEB 1954

Port of HULL.

No in Reg. Book. Survey held at HULL.

Date First Survey 15.12.53. Last Survey 8.2.54.

(No. of Visits TWO.)

17632 on the Machinery of the ~~XXXX Iron~~ S.Sc. M.S. "LIZZIE & ANNIE"Tonnage { Gross 117
Net 64

Vessel built at North Shields.

By whom J. Softley & Sons.

Year. Month.
When 1877 6

MN 56

Engines made at Lysekil.

By whom Skandia-Verken A/B

When 1936

No. of Main Boilers -

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers -

Owners B.W. Steamship, Tug & Lighter Co Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers -

Managers

Port Hull.

Voyage

If Surveyed Afloat or in Dry Dock

Afloat. Victoria Dock &

(State name of Dock.)

River Hull.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned have expired	Machinery and Boiler Surveys (including date of N.B. if any)
*100A1 5,53		LMC 7,51
S.S.Gms 6,47 (Dr)		NE 36
S.S.Hul 7,51		TSOG 7,51
		Oil Engines.
		Cargo battens not fitted.

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Port HULL.

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

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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 date of internal examination of each boiler.

Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine the crew shaft now been drawn and examined?

Has it a continuous liner?

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

Surveyor examine the crew shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Surveyor examine the approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Surveyor examine the Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Surveyor examine the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE:- Main Engine No.2 cylinder, cover, piston, valves, connecting rod, top and bottom end journals and bearings.
No.3 crankshaft journal and bearing.

Valve gears, clutch, reverse gears, and fuel tanks and main engine attached pumps generally examined.

Minor Repairs effected.

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 110 lb., ED, &c.)

The Machinery of this vessel so far as now seen is eligible in my opinion to remain as classed and have fresh record of LMC 2,54 now.
(M)

Survey Fee (per Section 23) LMC (M) 8 10 0

Special Damage or Repair Fee (if any) (per Section 23.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

11 FEB 1954

Received by me,

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L. H. Henshaw for J. Forrest Robertson & Self.
Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY - 2 MAR 1954

LMC (M) 2,54



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