

Rpt. 8

Date of writing Report 6/11/59.

When handed in at Local Office

Port HULL.

No. 65421

Survey held at Hull.

No. of Visits 4.

First Date 22/10/ 19 59.

Received London

Last Date 29/10/ 19 59.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

19627

on the Iron of Steel M.S.

"LIZZIE & ANNIE"

Built at Shields.

By Whom J. Softley & Sons.

Tons gross 117

Year 1877. Month 6.

Owners Yorkshire Hennebique Contracting Co. Ltd.

Owners' address
(If not already in R.B.)

Managers

Port of Registry

Hull.

Surveyed Afloat or in Drydock Drydock.

Name of Dock Drypool Drydock.

Date of last examn. in Drydock 29/10/59.

B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

1st Report: No.

63536

Port

HULL

to be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

*90A1 9,57

s.s. (Dr) 6,47

9,55

LMC 7,55

M 11,57

TSOG 7,56

to be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being stated. For Annual, Special or other Condition Surveys the Summary of Condition on the back of the Report is to be carefully completed and necessary in the body of the Report. Outstanding items to complete the Survey summarised at the end of the Report. The reasons for Repairs must be stated. Account of Damage (the alleged cause of which must be stated) should be separated due to other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck plating results must be reported on Report 8(Dr). Whenever Anchors or Chain replaced or retested the necessary particulars are to be given on Report 8(Eq) attached to this Report.

and references to any letters relating to this Report

cases where the Surveyor has not made a special damage report he should state whether he offered facilities for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 10 1/2 ins

Was a damage report made by anyone else? If so, by whom?

ION AND REPAIRS AS PER RULE FOR DOCKING, GENERAL EXAMINATION & COMMENCEMENT OF SPECIAL SURVEY (D) & ANNUAL LOAD LINE SURVEY (See London letter Classn. (H) 29/10/59.

TEAR REPAIRS NOW EFFECTED:-

Shell plate B.7 from for'd. (p.s.) doubled on inboard landing.

Shell plates E.3 and F.4 from for'd. (p.s.) doubled in way of locally wasted area. Scattered rivets in bottom shell plating overhauled and made good.

LIFTED:- Locking and heel pintle renewed.

Remaining pintle built up with welding and machined.

Rudder tried under working conditions and found satisfactory.

view of the condition in which this vessel has been found, the Owners proposal to postpone completion of the Special Survey until September, 1960, in my opinion merits favourable consideration.

REMAINING TO COMPLETE SPECIAL SURVEY:-

CONTINUATION OVER SHEET XX

OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
and Faired or Repaired								
Repaired in place								

also been held on machinery of the Ship?

Yes,

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

report sent now, or when will it be sent?

Now.

Has Interim Certificate been issued?

Yes.

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

Clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55".

vessel so far as now surveyed is in efficient condition and eligible in my opinion to be classed with fresh record of D.S. 10,59 and to have the Notation s.s.10,59 when Special Survey has been completed.

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY - 1 DEC 1959

Deferred for comp SS

but P.H. 11.30 am comp SS until 9.60 approved

and allow DS 10.59 subject (m)

(TS record with Hull)

30m 5.55

Noted
in
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Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR COMMENCEMENT OF SPECIAL SURVEY (D).

Items	Now Examined YES NO OF NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	None.	
Rudder lifted	Yes.	A.P. .. Generally exd.	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	None.	
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.			
Holds	All, Yes.	Fresh Water Tanks	None.	
		Deep Tanks	None.	
Tween Decks	None.	Oil Fuel Bunkers and Settling Tanks (PORTABLE TANKS)	No.	
Fore Peak Spaces (With anchor cables). (GENERALLY EXAMINED.)	Yes.	Side Tanks	None.	
After ..	No.	Wing Tanks	None.	
Engine Space	None.	Other Tanks	None.	
Boiler	No.	Cargo Tanks (Tankers)	-	
Under Engines EXAMINED	No.			
Tunnel and Well	None.			
Coal Bunkers	None.	Cofferdams	-	
Chain Locker (F.P.Space). (GENERALLY EXAMINED.)	Yes.	Pump Rooms	-	
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	-	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None.

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? Shell - Yes. If so, Report 8(Dr) to be attached Rpt. 8 (Dr) attached.

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling EXAMINED	Good.	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement EXAMINED	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	From deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	-
Beams and Fastenings	Good.	Shell Openings	-	EQUIPMENT	
Frames	Good.	Ash Shoots	-	Equipment Letter	a
Reverse Frames	Good.	Overboard Discharge Scuppers	Good.	Anchors, No. of 2B 1S	Condition Good.
Longitudinals	-	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good.	" length Stated mean diam. (on board)	complete.
Floors	Good.	Windlass examined and found	Good.	" Rule Length	Size
Keelsons	Good.	Pumps " " "	Good.	Hawsers and Warps	Sufficient.
Stringers	Good.	W.T. Doors " " "	-	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No.
Inner Bottom Plating	-				
Bulkheads EXAMINED	Good.				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None. See Below.

REMARKS, REPAIRS, Etc. (Contd.)

TO EXAMINE:— Fore peak space (dry), aft. peak tank; engine space and under engines; anchors and chain cable, mast and rigging, Renewal Load Line Survey. Thickness of wood upper deck to be ascertained.

TO TEST:— Aft. peak tank.

Survey Fee Comm.S.S. £12.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

8s.

LR-FAF-5A13-135 42



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Lloyd's Register Foundation

PT: 8(Dr.) (SHELL & D

SHIP'S NAME

THICK

STRAKE

POSITION	Letter
Bridge Sheerstrake	
Bridge Strake below	
Sheerstrake	G
1st Strake below	F
2nd " "	E
3rd " "	D
4th " "	C
5th " "	B
6th " Garbd.	A
7th " "	
8th " "	
9th " "	
10th " "	
11th " "	
12th " "	

THICK

STRAKE

POSITION	Letter
Bridge Sheerstrake	
Bridge Strake below	
Sheerstrake	
1st Strake below	
2nd " "	
3rd " "	
4th " "	
5th " "	
6th " "	
7th " "	
8th " "	
9th " "	
10th " "	
11th " "	
12th " "	

THICKNES

STRAKE

Stringer Plate	
1st Strake Inboard	
2nd " "	
3rd " "	
4th " "	
5th " "	
6th " "	

If the platin

SHIP'S NAME "LIZZIE & ANNIE"

DATE OF DRILLING 10,59.

10 NOV 1959

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.

Frame 36/37.

Frame 19/20.

Frame 36/37.

Frame 19/20.

STRAKE		AMIDSHIPS				FORWARD				AFT				REMARKS	
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.			Port	Stbd.			Port	Stbd.			Port
Bridge Sheerstrake															
Bridge Strake below															
Sheerstrake ...	G	.38					.34	.40	.04	-		.40	.40	- -	Cement on bottom plating removed locally for gauging of test holes and replaced.
1st Strake below	F	.31					.30	.31	.01	-		.32	.33	- -	
2nd " "	E	.31					.35	.32	-	-		.35	.36	- -	
3rd " "	D	.31					.34	.32	-	-		.35	.34	- -	
4th " "	C	.31					.34	.32	-	-		.32	.36	- -	
5th " "	B	.31					.32	.36	-	-		.38	.34	- -	
6th " Garbd.	A	.38					.34	.40	.04	-		.42	.40	- -	
7th " "															
8th " "															
9th " "															
10th " "															
11th " "															
12th " "															

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK				AFTER TANK				REMARKS		
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling			Diminution if any	
			Port	Stbd.	Port	Stbd.		Port	Stbd.		Port	Stbd.
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake ...												
1st Strake below												
2nd " "												
3rd " "												
4th " "												
5th " "												
6th " "												
7th " "												
8th " "												
9th " "												
10th " " "												
11th " "												
12th " "												

W. L. L.
Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE				FORWARD						AFT						REMARKS
				Original Thickness		Thickness by Drilling		Diminution if any		Original Thickness		Thickness by Drilling		Diminution if any		
						Port	Stbd.	Port	Stbd.			Port	Stbd.	Port	Stbd.	
Stringer Plate ...																
1st Strake Inboard ...																
2nd " " ...																
3rd " " ...																
4th " " ...																
5th " " ...																
6th " " ...																
Wood deck thickness remains to be ascertained.																
To complete Special Survey see Rpt. 8.																

Wood deck thickness remains to be ascertained.
To complete Special Survey see Rpt. 8.

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.