

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

Date of writing Report 18/10/41 When handed in at Local Office 21 OCT 1941 (Received at London Office 23 OCT 1941)  
 No. in Reg. Book. 10359 Survey held at Hull Date First Survey 13.10.41 Last Survey 15.10.1941  
 on the Machinery of the Wood, Iron or Steel M/V Lizzie & Annie (No. of Visits 2)  
 Tonnage Gross 114 Vessel built at North Shields By whom J. Softley & Sons Year. Month. 1888  
 Net 64 Engines made at Lysekil By whom Skandia-Verken AB When 1936  
 Nominal Horse Power 56 Boilers, when made (Main) (Donkey)  
 No. of Main Boilers ✓ Owners B.N. Steamship Tug & Lighter Co Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers Ed. Humbert Port Hull Voyage ✓  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat ✓ in Dry Dock Union Dry Dock  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) T.S. 7/38 M.S.

(Periodical Surveys, when held, must be reported in detail and serially 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 the screw shaft now been drawn and examined?

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?

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 15/10/41 bearing metal of stern bush and top of after bearing of screw shaft C.120

Engine parts, when referred to by numbers, should be counted from foreward.

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

## Now done

Roll placed in dry dock. Propeller, oil gland, stern bush and outside fastenings examined found in good condition.

Tail shaft drawn, examined & found efficient.

H.B. Slight surface corrosion noted in way of oil gland. Considered efficient.

L.M.C. Main engine clutch dismantled, examined found in good condition.

To examine clutch the Tail shaft has to be partially drawn, so the opportunity was taken to examine same and it is submitted this may be counted to L.M.C. when survey is completed.

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

(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, B.E.M.S. 9, 11, L.M.C. 9, 11, or CS 8, 34.)

efficient condition, eligible, in my opinion, to remain as classed with fresh record T.S. O.C. 10/41 and record L.M.C. with date on completion.

Survey Fee (per Section 20) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) (per Section 20.) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

Committee's Minute

Assigned As now

H. C. C. J. J. J.  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 31 OCT 1941



REPORT OF SURVEY FOR REPAIRS & ON ENGINE & BOILERS

Le. Shaft & Clutch examined

It is submitted that  
this vessel is eligible for  
CLASS RECORD, 1874

Whe exam: of clutch as  
part No. 2 due 1742

*[Signature]*  
29/10/41

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