

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

7 JUL 1942

(Received at London Office)

-8 JUL 1942

Date of writing Report

6/7/1942

When handed in at Local Office

19

Port of

HULL

No. in
Reg. Book.

Survey held at

Hull.

Date. First Survey

30.6.42

Last Survey

3.4.1942

(No. of Visits)

4.

10359

on the Machinery of the

Hull, Iron

Sc M.V.

"Lizzie & Annie"

Year. Month.

When 1877-6

Tonnage

Gross 117

Net 64

Vessel built at North Shields

By whom

J. Softley & Sons.

Engines made at Lysekil

By whom

Skandia-Verken A/B When 1936

Nominal
Horse Power

56

Boilers, when made (Main)

(Donkey)

No. of Main Boilers

Owners B.W. Steamship, Tug & Lighter Co

Owners' Address

No. of Donkey Boilers

Managers

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

Steam Pressure

Port

Voyage

in Main Boilers

X Surveyed Afloat in Dry Dock Union Dry Dock.

in Donkey Boilers

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
* for Special Survey
Date of last Survey and of
Periodical Survey.Machinery and Boiler
Surveys
(including date of N.B., if any).

+ 90 A1

LMC - 7.38

10.41.

LMC(M) 2.41

SS. Hul 4 "N°3-7.34

T.S. - 06-10.41

SS. Hul N°1 - 38

OIL ENGINES.

Last Report No.

Port

Particulars of Examination and Repairs (if any) *See p. 1 LMC.*

(Periodical Surveys, when held, must be reported in detail and seriatim 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(s)

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?

No

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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/16"

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

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

None done:- Vessel placed in dry dock. The propeller & fastenings & sea connections examined and found or placed in good order. New C.I. propeller fitted on account of broken tip.

Advancement of L.M.C:- The following parts now examined & found in good order:- Both cylinders, covers & valves, pistons & gudgeon pins, conn rods, crankpins & brasses. Main engine driven pumps.

To complete the survey the following remains to be done:- Examination of engine main bearings, starting air reservoirs, fuel oil tanks & the pumping arrangements. It is stated this will be done at the first opportunity.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so

(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.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

As now seen is eligible in my opinion to remain as classed, with fresh record of LMC 7.42 when the survey is completed.

Survey Fee (per Section 29)

LMC £ 7.0.0

Fees applied for

7 JUL 1942

Special Damage or Repair Fee (if any)
(per Section 29.)

£

Received by me,

Travelling expenses (if chargeable)

£

19

Committee's Minute

Assigned

*As now**A. H. B. Edwards.*

Engineer Surveyor to Lloyd's Register of Shipping.

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



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Lloyd's Register
Foundation

Sl. no 242 742 New York
held. Example at first opportunity

It is submitted that this
vessel will be eligible for
the record.

Sl. no 742 on

Completion.

Thus

16.7.42