

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 4th July 1943 When handed in at Local Office 4th July 1943 Port of Grimsby
 No. in Reg. Book. 51659 Survey held at Grimsby Date, First Survey 18th May Last Survey 4th July 1943
51659 on the Machinery of the Wood, Iron or Steel LIZZIE & ANNIE
 Tonnage Gross 114 Vessel built at North Shields By whom J. Softley & Sons When 1844-6
 Net 64 Engines made at Lyschil By whom Thandia-Terben A/B. When 1936
 Nominal Horse Power 56 Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners B.W. Steamship, Tug & Lighter Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers ✓ Port Hull Voyage ✓
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock ✓
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage LMC completion

(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 yes, not required

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

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 Good

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 screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has shaft now been changed? No 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 20-5-43

State the distance between flange flange or bearing metal of stern bush and top of after bearing of screw shaft A good fit

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 To complete the survey the starboard

starting air receiver requires to be examined, it is stated this will be done at the first opportunity.

LMC Pump, see Hull Report No. 51659.

Now done engine main bearings & crankshaft journals, port air receiver, fuel oil tanks & pumping arrangements examined.

Examination on account of vessel grounding in River Welland near Boston on the 11th May, 1943,

while on a voyage from Grimsby to Grimsby.

Main engine cylinders, pistons, covers, valves, connecting rods with gudgeon pins & bottom ends & crank pins, main bearings & crankshaft journals, thrust shaft, clutch, main engine cooling pump & bilge pump examined.

Propeller, stern bush, sea connections & fastenings & tail shaft examined.

Machinery examined under working conditions & found satisfactory.

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

(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.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., P.D., &c.)

working condition and eligible in my opinion to remain as classed with fresh record of

LMC 4-42 as previously recommended, on completion of the survey, and TS-5-43 (04).

Survey Fee (per Section 29) £ : : Fees applied for 7. 7. 19 43

Special Damage or Repair Fee (if any) £ 5 5 0 (per Section 29.)

Travelling expenses (if chargeable) £ : :

Licence case 917. 19/5/43

Committee's Minute

Assigned As now

Chas. H. H.

Engineer Surveyor to Lloyd's Register of Shipping.

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

Machinery partly examined

after foundering

5th M2 due 242 p.m. held

Miss submitted that this

was WILL BL. on 242

242 record. M2 742 when the
Hartford starting air
reciever has been
examined.

1543

24

227/43



Grimsby

3

Wear & Tear Repairs

"LIZZIE & ANNIE"

Shell Plates

Port Side. B. Shear W. 3 plate renewed.

Shear plates Nos 6-7 & 8 renewed. Strip fitted on top landing edge of W. 10 shear plate. Small patch fitted on one counter plate. A few odd shell rivets renewed.

Starboard Side. Shear plates Nos 3-4-5 & 8 renewed. Strip fitted on top landing edge of W. 10 shear plate. A few odd shell rivets renewed.

W. 1 Hold. 8 intercostals renewed in way of inboard side keelson (H.P. & H.S.)

W. 2 Hold. 6 " " " " " " " " (3 P. & 3 S.) 2 frames renewed.

Fore Peak. One frame (P.S.) & one reverse frame (S.S.) repaired.

Forecastle deck planking repaired & partly renewed; chub caught & payed.

Doublers fitted on R. & L. bulkhead on fore & star sides.

Ventilator on after deck partly renewed.

Steering chain removed, assessed, partly renewed (kerbed material) kerbed & replaced.

Steering gear drum & 2 fairleads renewed.

Sounding pipes in W. 2 hold renewed.

8 wood hatch covers renewed. 2 fore & afters renewed & shoes overhauled.

Rigging overhauled; stay & rigging stretching screws released & made workable.

Lower ends of fore stay & main shrouds cleaned, greased & reserved for about six ft. up.

Other minor repairs effected.

C.S.