

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
 No. of Vessels 9

LIZZIE & ANNIE
 on the Machinery of the Wood, Iron or Steel

Tonnage { Gross 114
 Net 64 Vessel built at North Shields By whom J. Softley & Sons When 1844-6

Nominal Horse Power 56 Engines made at Sysckil By whom Thandai-Terben A/S When 1936
 (Donkey)

No. of Main Boilers ✓ Owners B.W. Steamship, Tug & Lighter Co. Ltd Owners' Address Port Hull Voyage ✓

No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock (state name of Dock.)

in Donkey Boilers ✓

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Survey 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? ✓

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

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 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? No

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, whilst 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 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).

(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. 0, 11, B.&M.S. 0, 11, & L.M.C. 0, 11, or CS 3, 34, &c.)

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

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 5: 0 Received by me, ✓

Travelling expenses (if chargeable) £ : : _____

Licence case 917. 19/5/43

Committee's Minute _____

Assigned As now

Chas. H. ...
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 27 JUL 1943

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book

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

Machinery partly examined

after foundering
5th M2 due 242 pint held

It is submitted that this
was WILL BLISS

242 record MUC 742 when the
Starboard starting air
receiver has been
examined.

W.B.L.
27/7/43



3
 Heavy Repair Repairs "LIZZIE & ANNIE"

Shell Plates

Port Side. B. Strake No. 3 plate renewed.

Sheerstrake plates Nos 6-7-8 renewed. Straps fitted on top landing edge of No. 10 sheer plate. Small patch fitted on one counter plate. A few odd shell rivets renewed.

Starboard Side. Sheerstrake plates Nos 3-4-5 & 8 renewed. Straps fitted on top landing edge of No. 10 sheer plate. A few odd shell rivets renewed.

No. 1 Hold. 8 intercostals renewed in way of inboard side keelson (H.P. & H.S.)

No. 2 Hold. 6 " " " " " " " " (3 P. & 3 S.) 2 frames part renewed.

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

Forecastle deck planking repaired & partly renewed; chub caulched & painted.

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

Ventilator on after deck partly renewed.

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

Steering gear drum & 2 fairleads renewed.

Sounding pipes in No. 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.