

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

(Received at London Office

26 AUG 1948

Date of writing Report 25.8.48 10 When handed in at Local Office 25.8.48 10 Port of GRIMSBY.

No. in Reg. Book. 66310 Survey held at Grimsby Date, First Survey 23.8.48 Last Survey 24.8.48 19 (No. of Visits 2.)

on the Machinery of the ~~Wood~~, Iron or Steel m.v. "LIZZIE & ANNIE".

Tonnage { Gross 117 Net 64 Vessel built at North Shields By whom J. Softley & Sons When 1877 6

Nominal Horse Power { 56 HP Engines made at Lysekil By whom Skandia-Verken A/B. When 1877 6

No. of Main Boilers - Owners B.W. Steamship, Tug & Lighter Co. Ltd. Owners' Address - (Donkey) -

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

Steam Pressure in Main Boilers - Port Hull. Voyage

in Main Boilers - If Surveyed ~~in~~ in Dry Dock Doig's Dry Dock

in Donkey Boilers - (State name of Dock.)

No. Last Report No. 23251 Port Grimsby.

Particulars of Examination and Repairs (if any) Cond. & Repairs.

(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(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 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 24.8.48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 20/1000

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 Complete.

NOW DONE: Vessel placed in dry dock. Propeller, screwshaft (drawn out), outside fastenings examined and placed in order.

Wear & Tear: All (3) blades on cast iron propeller broken off at root (cause not known).

Screwshaft tested in place for truth and found in order, drawn outboard, examined, found in order and spare propeller (bronze 3 bladed) fitted.

General Observations, Opinion, and Recommendation:— The machinery is in good and efficient

(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.)

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

T.S.(O.G.) seen 8.48.

Survey Fee (per Section 29) T.S. £ 1 : - : - Fees applied for 25 AUG 1948

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

Travelling expenses (if chargeable) £ : : - 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute / 17 SEP 1948

Assigned / 1.8.48



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See Staff Examined -

It is submitted that
this vessel is eligible for
THE RECORD. 5.8.48.

14.9.48.