

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

(Received at London Office 30 DEC 1949)

20 DEC 1949

Port of HULL.

Date of writing Report 19..... When handed in at Local Office 19.....

No. in Survey held at HULL. Date First Survey and Last Survey 15.12.1949

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

Tonnage { Gross 117 Vessel built at North Shields By whom J. Soffley & Sons. When 1877 6  
Net 64 Engines made at Lysekil By whom Skandia-Verken A/B When 1936  
Nominal Horse Power 561HP Boilers, when made (Main) (Donkey) -  
No. of Main Boilers - Owners B.W. Steamship, Tug & Lighter Co., Ltd. Owners' Address -  
No. of Donkey Boilers - Managers - (If not already recorded in Appendix to Register Book.)  
Steam Pressure - Port Hull Voyage -  
in Main Boilers - If Surveyed Afloat or in Dry Dock. Afloat-Victoria Dock.  
in Donkey Boilers - (State name of Dock.)

Last Report No. 23817 Port

Particulars of Examination and Repairs (if any) Modified Survey.

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * For Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+90A1 8,49		LMC 6,47
S.S. Gms. -6,47 (Dr.)		NE 36 TSOG 8,48
Carg o battens not fitted.		

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 not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 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:-** No.1 cylinder liner, cover, valves and valve gear, piston, connecting rod, gudgeon pin and bush, crankpin and bottom end bearing, No.2 crankshaft journal, together with its bearings, fuel pump & reversing gear, attached bilge and circulating water pumps, starting air vessel (internally), pipes, valves and fittings, fuel tank (tested) all examined and found or placed in satisfactory condition.

**Wear & Tear Repairs:-** A few minor repairs effected.

(2 cylinders)

### General Observations, Opinion, and Recommendation:-

(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, BS 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel as now seen is eligible in my opinion to remain as classed in the Register Book with fresh record of L.M.C (M) 12,49

Survey Fee (per Section 29) L.M.C. (M) £ 6 : - :  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Fees applied for 20 DEC 1949  
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 JAN 1950

Assigned LMC (M) 12,49

19 JAN 1950

in will it be sent?

MADE AND PRINTED IN ENGLAND. 500847-Transfer Ink. (The Surveyor may, if he wishes, write on or below the spots for Committee's Minute)

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

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