

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

(Received at London Office 11 AUG 1951)

Date of writing Report 19... When handed in at Local Office 11 AUG 1951 19... Port of HULL.
Survey held at HULL. Date First Survey 5-7-51 Last Survey 12-7-51 (No. of Visits 3)

on the Machinery of the ~~Vessel~~ ~~from~~ ~~XXXXXX~~ S. Sc. M.S. "LIZZIE & ANNIE"

Gross 117 Vessel built at North Shields. By whom J. Softley & Sons. When 1877 6
Net 64 Engines made at Lysekil. By whom Skandia-Verken A/B. When 1936.
Main Power 561kW Boilers, when made (Main) (Donkey)
Owners B.W. Steamship, Tug & Lighter Co. Owners' Address Ltd. (if not already recorded in Appendix to Register Book.)
Managers Port Hull. Voyage
If Surveyed Afloat or in Dry Dock Drydock Browns Drydock. (State name of Dock.)

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 or expired. Machinery and Boiler Surveys (including date of N.B., if any)

+90A1 10,50	LMC 6,47
S.S. Gms. 6,47 (Dr)	LMC(M) 12,49
Oil Engines.	NE 36.
	TSOG 8,48
Cargo battens not fitted.	

Particulars of Examination and Repairs (if any) S.S. and T.S.
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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, 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.

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.

Has a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

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

State for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler. Present condition of funnel(s) Efficient.

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? Yes. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? Yes.

Has the 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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 5.7.51. State the wear down in the bush Good fit. 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?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

DONE:- Vessel placed in drydock, propeller, sea connections and their fastenings examined. Screwshaft drawn and examined.

MINED:- Main engines, cylinders, covers, pistons, valves and valve gears, connecting rods with their top and bottom ends, crank and thrust shafts, clutches and reversing gears, attached and independent pumps. Air receiver examined internally. Pumping arrangements examined. All above parts found or placed in good condition.

Engines tried under working conditions and found satisfactory.

Sundry minor repairs effected.

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, D&MS 9,11, LMC 9,11 or LMC 140 lb., ED, &c.)

Machinery of this vessel is in good condition and eligible in my opinion to remain as classed in fresh record of LMC 7,51.

Fee (per Section 29) LMC 12:0:0 TSOG 1:0:0
Damage or Repair Fee (if any) (per Section 29.)
Printing expenses (if chargeable)

Fees applied for 9 AUG 1951
By me, R. R. Hopton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
LMC 7,51

S 7,51

CERTIFICATE WRITTEN.

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

YES, HULL

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