t. 9.

No. 60W54

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

(Received at London Office 27 JUL 1954)

Date of writing Report 22/7/54 19 When handed in at Local Office 26 JUL 1954 19 Port of HULL.

No in . Book. Survey held at HULL Date. First Survey 15/7/54 Last Survey 21/7/54. (No. of Visits 2)

7886 on the Machinery of the ~~Wood~~ Iron ~~Screw~~ m.v. "LIZZIE & ANNIE"

nage Gross 117	Vessel built at North Shields	By whom J. Softley & Sons	When Year 1877	Month 6
Net 64	Engines made at Lysekil	By whom Skandia-Verken A/B	When 1936	-
As Per Rule 56	Boilers, when made (Main) -	(Donkey) -		
f Main Boilers -	Owners B.W. Steamship Tug & Lighter Co.	Owners' Address - (if not already recorded in Appendix to Register Book.)		
" " " -				
f Donkey Boilers -	Managers -	Port Hull	Voyage -	
n Pressure—	If Surveyed Afloat or in Dry Dock Yorkshire Drydock (State name of Dock.)			
Main Boilers -				
Donkey Boilers -				

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

HULL	MACHINERY
✠90A1 5,53	LMC 7,51
s.s.Gms.6,47(dr).	LMC (M) 2,54
s.s.Hul.7,51	NE36
	TSOG 7,51

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

t Report No. Port

ticulars of Examination and Repairs (if any) DOCKING & T.S.O.G.

dical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on t of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides letailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and s of any letters respecting this case

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his rvices for this purpose, and why they were declined -

damage report made by anyone else? If so, by whom? -

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" Donkey " " " -

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 eyor to assure himself of the thorough efficiency of those parts of each Boiler? -

atest date of internal examination of each boiler - Present condition of funnel(s) -

Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

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

ft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

proved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 15/7/54 State the wear down in the bush Close fit Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? -

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.

urvey is not complete, state what arrangements have been made for its completion and what remains to be done -

OW DONE:- Vessel placed in drydock. Propeller and outside fastenings examined and found in order.
Shaft drawn amd examined together with sternbush and oil gland; all found or now placed in good condition.

l 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

he machinery of this vessel is eligible in my opinion to remain as now classed with resh record of T.S.O.G. 7,54.

(per Section 23) T.S.O.G. £ 2 : 0 : 0

nage or Repair Fee (if any) (per Section 23.) £ : :

xpenses (if chargeable) £ : :

Fees applied for 26 JUL 1954 19

Received by me, 19

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

E. J. Kase

Engineer Surveyor to Lloyd's Register of Shipping.

ee's Minute TUESDAY 24 AUG 1954

As now

57,54

F-SA43-88

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