

Rpt. 9

Date of writing report 19/9/55

Received London

24 SEP 1955

Port H.U.L.L.

No. 61568

Survey held at HULL

No. of visits Three.

First date 7/9/55

Last date 17/9/55

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 17787 Name M.V. "LIZZIE & ANNIE" Gross tons 117 Date of build 1877
Owners B.W. Steamship Tug & Lighter Co. Managers - Port of Registry Hull
Engines made Lysekil By Skandiaverken A/B. Type 2 S.A. 2 cyl. Skandiaverken A/B.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both.
Nature of Survey Dkg. & Compl. LMC
Was Damage Report issued? No Int. Cert. Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
90AL 7,54 s.s. Hul 7,51 (Dr) 6,47	LMC 7,51 (M) 2,54 TSOG 7,54

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Close fit. Oil Glands Sea Connections Good
Fastenings Good Has Screwshaft been drawn? No Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES ~~XXXXXX~~ I.C.)

FORW.

STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides
4 Crankpins & Bearings
5 Journals & Bearings All good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Air, Water, Vacuum & Steam
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Exhaust Steam Driven Pumps

MAIN ENGINE DRIVEN STEAM PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Exhaust Steam Driven Pumps

STEAM BLOWERS

16 Exhaust Steam Driven Pumps
17 Superheaters

MAIN TURBINES

18 Bearings, Motors, Blading, Bearings & Thrust

19 EXHAUST STEAM TURBINES (WITH REVOLVING ENGINES)
20 STEAM COMPRESSORS

21 CLUTCHES & REDUCTION COUPLINGS Good

22 REDUCTION GEARING Good

23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAN & AUTO)

27 STEAM RE-HEATERS

28 DESUPERHEATERS

29 STOP & MANEUVERING VALVES

30 MAIN ENGINE DRIVEN PUMPS All good.

31 CRANKCASE DOORS & EXHAUST RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh record of LMC 7,55 as previously recommended.

Date of Committee

THURSDAY 20 OCT 1955

Decision

LMC 7,55

William Scott

Engineer Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN.

If certificate is required state where to be sent. Yes, Hull



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Foundation

32 Essential Independent Pumps ~~XXXXXXXXXXXXXXXXXXXX~~
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes, good.
35 Fresh Water Pumps ~~XXXXXXXXXXXXXXXXXXXX~~ 36 Deck Oil Pumps ~~XXXXXXXXXXXXXXXXXXXX~~ 37 Ballast Pumps ~~XXXXXXXXXXXXXXXXXXXX~~
38 Independent Air Compressors, Comets & Safety Devices ~~XXXXXXXXXXXXXXXXXXXX~~
39 Air Receivers & Safety devices—Main Good 40 ~~XXXXXXXXXXXXXXXXXXXX~~
41 Oil Fuel Tanks (Not forming part of hull structure) Good
42 ~~XXXXXXXXXXXXXXXXXXXX~~ 43 Have Propeller Safety Valves been tested under steam?
44 Steering Machinery Hand 45 Windlass Hand 46 Fire Extinguishing Arrangements Good

~~AUXILIARY ENGINES XXXXXXXXXXXXXXXXXXXXXXX~~

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators XXXXXXXXXXXX Good
b Exciters			XXXXXXXXXXXX
c Air Coolers			
d Motors			
e Air Coolers			
f Control Gear, Cables, etc.			Switchboards & Fittings Good
g Insulation Resistance			XXXXXXXXXXXX
h Insulating Oil Test			Cables Good
i Overspeed Governors			Insulation Resistance Good
j Magnetic Couplings			Steering Gear XXXXXXXXXXXX
k Air Gap			Navigation Light XXXXXXXXXXXX

~~BOILERS OPENED UP & EXAMINED~~ (Identify by position and state latest date of internal examination of each boiler)

~~MAIN~~ ~~AUXILIARY, DONKEY & PRESS~~
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

~~EXAMINATION & TESTING OF STEAM PIPES XXXXXXXXXXXXXXX~~

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

N.B. For Commencement LMC see Hull Report No. 61443, 2/8/55.

Sundry minor repairs effected due to wear and tear.

LEAVE THIS SPACE BLANK

17 OCT 1955

Survey fees Compl. LMC £8.10s.
Electrical. £3.
Damage fee ...
Expenses... 6s.

Date when A/c rendered 3 SEP 55

Docking LMC due 7.55 partly held
7.55 now completed.
It is submitted that this
vessel is eligible for THE
RECORD LMC 7.55.