

Rpt. 8.

(Received at London Office

3 SEP 1955

No. 1568.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/9/55

When handed in at Local Office

19

Port of

HULL.

23 SEP 1955

19

Last Survey

17/9/55

19

No. in Reg. Book Survey held at HULL. Date, First Survey 5/9/55 (No. of Visits EIGHT) Port of HULL.

17787 on the WIND Iron WORK M.S. "LIZZIE & ANNIE"

TONNAGE: Built at North Shields. By whom J. Softley & Sons. When 1877 YEAR 6 MONTH.

GROSS 117

Owners B.W. Steamship Tug & Lighter Co. Ltd. Owners' Address

UNDER D.K.

NET 64

Managers

(If not already recorded in Appendix to Register Book)

Port belonging to

Surveyed Afloat or in Dry Dock? Drydock. Name of Dock Crown Drydock. Destined Voyage -

Cell DB or DBa feet : uE&B feet : f feet |

total capacity tons. F.P.T. tons : APT tons : MT tons |

only alterations in the existing records of tanks should be inserted.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
290A1 7,54	LMC 7,51
s.s.Hul 7,51	M 2,54
(Dr) 6,47	TSOG 7,54

N.B.—All alterations in the existing records should be underlined.

Yes Now Last Report, No. 61443 Port Hull.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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 her causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form ate also the dates and initials of any letters respecting this case

image 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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

Was a damage report made by anyone else? if so, by whom?

AIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY Ship 78 years old.

W DONE:- Ship placed in drydock. Shell plating, rudder and sternframe cleaned, examined, placed in satisfactory condition and recoated. Last seen in drydock 16/9/55.

AMINED:- Both holds, decks, engine space, below engines, fore peak (dry space), anchors and cables, fore and after peak spaces and after peak tank internally, masts and rigging (see attached report), hatchways, coamings, covers, supports, tarpaulins, cleats and battening arrangements (wire rope lashings fitted), ventilators, air and sounding pipes, rod and chain steering gear, auxiliary steering gear, windlass, pumps, general equipment and freeboard.

Selected shell plates drilled as necessary and found satisfactory. (P.T.O.).

IMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fairied or Repaired								
Fairied or Repaired in place ..								

SENT CONDITION OF THE Parts now surveyed.-	Satisfactory	Bulkheads	Satisfactory	Engine Room Skylights	Satisfactory	Copper, or Y.M. (State if on Felt.)
King of Decks "	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month Year
nings "	"	Cement, Asphalt	"	Oil Bunkers	-	
ms & Fastenings "	"	Rudder	"	Scuppers	Satisfactory	Boats Satisfactory
side Plating "	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.
" in way of sidelights	-	Windlass	"	Hatches	"	Condition, how ascertained (State if wedges removed) See Rpt.
mes	Satisfactory	Have pumps been examined and found efficient?	Yes	Planking	"	Equipment letter a
verse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	"	Anchors, No. of 2B 1S
itudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	"	Cables (State if now ranged) Yes
verses	-	Have Ventilators and their Coamings been examined and found efficient? Yes		Breasthooks & Stemson	-	" length 120 fm mean diamr. 11/16"
rs	Satisfactory	Air and Sounding Pipes	Satisfactory	Transoms, Pointers & Crutches	-	" Rule length 120 fm size 11/16"
sons	"	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	-	Chain Locker Satisfactory
gers	"	State if examined		" " at other places	-	Hawsers Sufficient.
Bottom Plating	-			Stringers, Clamps & Shelves	-	Standing and Running Rigging Efficient.
e the Tanks been examined internally? Yes				Salting	-	Sails
e the Tanks been tested? Yes						

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1-38," or "to remain as classed and to have record of survey, 1-38, and the notations of ss No. 1-38."

his ship is eligible in my opinion to remain as now classed in the Register Book with fresh record of Docking 9,55 and to receive the Notation s.s.Hul 9,55.

Pay Fee (per Section 23) S.S. £ 22. 0. 0 Fees applied for, 3 SEP 1955
EXHIBIT Repair Fee (if any) £ 5. 5. 0 Received by me,
Swelling Expenses (if chargeable) £ 1. 4. 0 19
Second Surveyor's Fee (if any) £ : : 19

THURSDAY 20 OCT 1955

9.55 Hull

S.S. Hull. 9.55

LMC 7.55

Signature of Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

Yes, hull

Is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Spaces cleared, cleaned, rust removed, also ceiling lining and cement removed all as required. Steelwork afterwards recoated as necessary.

TESTED:- After peak tank.

WEAR & TEAR REPAIRS:- Steering gear chains and component parts opened out, examined and overhauled. Chains annealed and tested. Gear satisfactorily refitted and tried under working conditions. Spare gear examined.

SHELL PLATING. A number of scattered shell rivets renewed.

No.5 plate "E" strake s.s.a. cropped and part renewed.

FORE PEAK. A number of reverse frames renewed P. & S.

NO.1 HOLD. A number of floor reverse bars renewed P. & S.

Starboard anchor crown pin renewed and anchor shank shackle pins P. & S. renewed, tested material.

Sundry minor Wear and Tear Repairs effected.

Bilge pumping arrangements satisfactorily tried under working conditions.

The full requirements of a Renewal Load Line Survey now carried out.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
1st Bower																
2nd ,																
3rd ,																
Collective Weight																
Stream																
Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.				Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.			
	Length.	Diam.	Statu-	Tens.	Breaking.	Supplied.	Per Rule.	Length.	Diam.							
Iron Stream Chain or Steel Wire																