



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR COMMENCEMENT OF SPECIAL SURVEY (D).

Items	Now Examined YES NO OR NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	None.	
Rudder lifted	Yes.	A.P. .. Generally exd.	Yes.	No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	None.	
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.			
Hold	All, Yes.	Fresh Water Tanks	None.	
		Deep Tanks	None.	
Tween Decks	None.	Oil Fuel Bunkers and Settling Tanks (PORTABLE TANKS)	No.	
Fore Peak Spaces (With anchor cables) (GENERALLY EXAMINED.)	Yes.	Side Tanks	None.	
After ..	No.	Wing Tanks	None.	
Engine Space	None.	Other Tanks	None.	
Boiler	No.	Cargo Tanks (Tankers)	-	
Under Engines	No.			
Tunnel and Well	None.			
Coal Bunkers	None.	Cofferdams	-	
Chain Locker (F.P.Space) (GENERALLY EXAMINED.)	Yes.	Pump Rooms	-	
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	-	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.

Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None.

Has a Load Line Survey been held? Yes. If so, state which Annual.

Have the shell and deck plating been drilled as per Rule? Shell - Yes. If so, Report 8(Dr) to be attached Rpt. 8 (Dr) attached.

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling	Good.	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement	Good.	Air and Sounding Pipes	Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	From deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	-
Beams and Fastenings	Good.	Shell Openings	-	EQUIPMENT	
Frames	Good.	Ash Shoots	-	Equipment Letter	a
Reverse Frames	Good.	Overboard Discharge Scuppers	Good.	Anchors, No. of 2B 1S Condition	Good.
Longitudinals	-	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good.	" length Stated mean diam. (on board)	
Floors	Good.	Windlass examined and found	Good.	" Rule Length complete. Size	
Keelsons	Good.	Pumps	Good.	Hawsers and Warps	Sufficient.
Stringers	Good.	W.T. Doors	-	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None. See Below.

REMARKS, REPAIRS, Etc. (Contd.)

TO EXAMINE:— Fore peak space (dry), aft. peak tank; engine space and under engines; anchors and chain cable, mast and rigging, Renewal Load Line Survey. Thickness of wood upper deck to be ascertained.

TO TEST:— Aft. peak tank.

Survey Fee Comm. S.S. £12.

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable) 8s.

LR-FAF-5A13-135 142



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PT: 8(Dr.) (SHELL & D

SHIP'S NAME

THICK

STRAKE	
POSITION	Letter
Bridge Sheerstrake	
Bridge Strake below	
Sheerstrake	G
1st Strake below	F
2nd " "	E
3rd " "	D
4th " "	C
5th " "	B
6th " Garbd.	A
7th " "	
8th " "	
9th " "	
10th " "	
11th " "	
12th " "	

THICK

STRAKE	
POSITION	Letter
Bridge Sheerstrake	
Bridge Strake below	
Sheerstrake	
1st Strake below	
2nd " "	
3rd " "	
4th " "	
5th " "	
6th " "	
7th " "	
8th " "	
9th " "	
10th " "	
11th " "	
12th " "	

THICKNES

STRAKE	
Stringer Plate	
1st Strake Inboard	
2nd " "	
3rd " "	
4th " "	
5th " "	
6th " "	

If the plating

SURVEY (D).  
Now Tested

REPORT 8 No. 65401.

SHIP'S NAME "LIZZIE & ANNIE" DATE OF DRILLING 10,59.

10 NOV 1959

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.  
The thicknesses are in hundredths of an inch.

Drillings to be made in accordance with rules.  
Frame 36/37. Frame 19/20.

STRAKE POSITION	Letter	AMIDSHIPS				FORWARD				AFT				REMARKS		
		Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any			
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.		
Bridge Sheerstrake																
Bridge Strake below																
Sheerstrake	G	.38							.34	.40	.04	-	.40	.40	-	Cement on bottom
1st Strake below	F	.31							.30	.31	.01	-	.32	.33	-	plating removed
2nd " "	E	.31							.35	.32	-	-	.35	.36	-	locally for
3rd " "	D	.31							.34	.32	-	-	.35	.34	-	gauging of test
4th " "	C	.31							.34	.32	-	-	.32	.36	-	holes and
5th " "	B	.31							.32	.36	-	-	.38	.34	-	replaced.
6th " Garbd.	A	.38							.34	.40	.04	-	.42	.40	-	
7th " "																
8th " "																
9th " "																
10th " "																
11th " "																
12th " "																

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

STRAKE POSITION	Letter	FORWARD TANK				AFTER TANK				REMARKS	
		Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	
Bridge Sheerstrake											
Bridge Strake below											
Sheerstrake											
1st Strake below											
2nd " "											
3rd " "											
4th " "											
5th " "											
6th " "											
7th " "											
8th " "											
9th " "											
10th " "											
11th " "											
12th " "											

*W. L. ...*  
Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.  
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE POSITION	FORWARD				AFT				REMARKS	
	Original Thickness	Thickness by Drilling		Diminution if any	Original Thickness	Thickness by Drilling		Diminution if any		
		Port	Stbd.	Port	Stbd.	Port	Stbd.	Port	Stbd.	
Stringer Plate										
1st Strake Inboard										
2nd " "										
3rd " "										
4th " "										
5th " "										
6th " "										

Wood deck thickness remains to be ascertained.  
To complete Special Survey see Rpt. 8.

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.