

Rpt. 8

WRECK

SECTION

No. 8504

Port Hull.

No. 65788

Date of writing Report 14/4/60.

When handed in at Local Office 20 APR 1960

Received London

22 APR 1960

Survey held at Hull.

No. of Visits 6.

First Date 6/4/1960.

Last Date 14/4/1960.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

19628

on the ~~XXXX~~ Steel M.S.

"LIZZONIA"

Tons gross 410

Built at Goole.

By Whom Goole S.B. & Rep. Co.Ltd.

When Year 1944 Month 10.

Owners J. Wharton (Shipping) Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry Goole.

Surveyed Afloat or in Drydock Both.

Name of Dock No. 3 Goole.

Date of last examn. in Drydock 14/4/60.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

21085

Port

BRS

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report London ltr. 21/3/60.

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
BS* coasting service 2,59	MBS* CS 7,59
s.s. (M) 3,59 - 12 mos.	TSOG 2,59

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 1 6 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR MODIFIED PERIODICAL SPECIAL SURVEY ship 15 yrs. old & DOCKING.

WEAR & TEAR REPAIRS:- Rudder lifted, upper and lower bushes renewed.

No.1 HOLD & HATCHWAY:- 7 horizontal stiffeners on hatch coamingsides (p. & s.) found buckled and thin, and all renewed.

No.2 HOLD & HATCHWAY:- 12 horizontal stiffeners on hatch coaming sides (p. & s.) found buckled and thin and all renewed.
4 deck longitudinals found thin and all renewed.
Doubling plate fitted after port side hatch coaming in way of lower section, which was found locally thin.

FORE PEAK TANK:- 2 shell plates (s.s.) found thin and E.W. doubling plates fitted.

CONTINUATION SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

Yes.

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

Yes.

If so, is the Report sent now, or when will it be sent?

Now.

Has Interim Certificate been issued?

Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1.55".

This vessel, so far as now seen, is eligible in my opinion to remain as now classed and have fresh record of D.S. 4,60 and the Notation s.s. (MOD) 4,60 (Validity 12 months).

Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 9 MAY 1960

Noted for Header

Minute

SS 4.60

SS (M) 4.60 (12 mos)

CERTIFICATE WRITTEN.

40m, 3,58 T.

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Lloyd's Register Foundation

004937-004945-0011 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR S.S. (M) Validity 12 mos. & D.S. SURVEY.

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	Yes.	Yes.
Rudder lifted	Yes.	A.P. "	Yes.	Yes.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks W.B. Tanks	No.1 & 2, Yes.	All, Yes.
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks	Yes.	Yes.
Holds	Yes.	Deep Tanks	None.	
"Tween Decks	None.	Oil Fuel Bunkers and Settling Tanks	Yes.	Yes.
Fore Peak Spaces	Yes.	Side Tanks	None.	
After " "	Yes.	Wing Tanks	None.	
Engine Space	Yes.	Other Tanks	None.	
Boiler " "	None.	Cargo Tanks (Tankers)	-	
Under Engines and Boilers	Yes.	Cofferdams	-	
Tunnel W.C. Box Part of E.R.	Yes.	Pump Rooms	-	
Coal Bunkers	None.			
Chain Locker	Yes.			
Other Spaces	Yes.			
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		Have Struts in Cargo Tanks (of Tankers) been removed?	None.	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes.	

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? No.

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 Renewal (12 mos. limit).

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be 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 and Coaming Battens	Good.	Sluice Valves examined and found	None.
" " in way of side scuttles	Good.	Cement or W.C. Box	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	Good.	Condition, how ascertained	By examination.
Coamings and Casings	Good.	and closing appliances	Good.	(State if wedges removed)	Good.
Beams and Fastenings	Good.	Companionways and Skylights	Good.	Chain Locker	
Frames	Good.	Shell Openings	-	EQUIPMENT	
Reverse Frames	Good.	Ash Shoots	-	Equipment Letter	CT 398 C.16/16".
Longitudinals	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	2B 1S Condition Good.
Transverses	Good.	Freeing ports	None, openslots.	Cables (State if now ranged and examined)	Yes.
Floors	Good.	Steering Gear (Main and Auxiliary)	Good.	" length 165 fm. mean diam. 1"	
Keelsons	Good.	examined and found	Good.	" Rule Length 165 fm. Size 1"	
Stringers	-	Windlass examined and found	Good.	Hawsers and Warps	Sufficient.
Inner Bottom Plating	Good.	Pumps " " "	Good.	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	Good.	W.T. Doors " " "	None.	now been supplied or retested, if so,	No.
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (B) See ~~2360~~ report.

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee £15.

Second Surveyor's Fee (if any)

Special ~~2360~~ Repair Fee (if any) £5. 5s.

Date when A/c. Rendered 20 APR 1960

Travelling Expenses (if chargeable) £2.10s.

-2-

Rpt. Contn. Sheet

Port of H U L L.

Continuation of Ship/M.M. Report No. 65786 dated 14/4/60.

22 APR 1960

on the S.S. "LIZZONIA"

AFTER PEAK TANK:—

2 shell plates (one each p. & s.) found locally thin after drill tests and E.W. doubling plates extending full width of plate clear of seam welds now fitted.

Additional fore and after stiffening bars now fitted to tank top.

Forward bilge keel strake chine plates (p. & s.) in way of No.1

Hold found somewhat thinned and doubled for full length.

Selected sheerstrake, bilge keel strake, hatch coaming sides and deck plates drill tested at this time and found satisfactory.

Masts and rigging examined, minor repairs carried out.

Guard rails to upper deck (p. & s.) repaired as found necessary.

3 locking bars to No.1 hatch renewed.

24 new wedges supplied.

6 air pipe wood plugs renewed.

1 air pipe found wasted and renewed.

9 wooden covers renewed.

2 portlights found broken and renewed.

Ceiling in holds repaired as necessary.

The above repairs have been effected as recommended, and in my opinion the assignment of a Modified Special Survey Notation, valid for 12 months only, may meet the favourable consideration of the Committee.

S.R.L. APPENDIX:— Bilge strake (p.s.) set up and a few shell plates (p. & s.) indented examined at this time and found to remain efficient.



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