

20 APR 1960

22 APR 1960

Rpt. 9

Date of writing report 14/4/60. Received London Hull. Port Hull. No. 65788
Survey held at Hull. No. of visits 3. First date 6/4/60 Last date 14/4/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19628 Name M.V. "LIZZONIA" Gross tons 410 Date of build 1944
Owners J. Wharton (Shipping) Ltd. Managers - Port of Registry Goole.
Engines made Stamford. By Blackstone & Co. Ltd. Type Oil Engine 4 S.A.
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 D.S., Advance. C.S.
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
BS* coasting service 2,59	MBS* CS 7,59
s.s.(M) 3,59 - 12 mos.	TSOG 2,59

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 Oil tight. Sea Connections
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 (KORT) KORT
1 Cyls., Covers, Pistons & Rods No.5 & 6, good.
2 Valves & Gears No.5 & 6, good.
3 Connecting Rods, Top Ends & Guides No.5 & 6, good.
Gudgeon pin & Bush.
4 Crankpins & Bearings No.5 & 6, good.
5 Journals & Bearings No.5 & 6, good.
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed and have fresh record of C.S. (with date) when the Survey has been completed.

Date of Committee MONDAY 9 MAY 1960
Decision As now

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) 2 cyl. diesel engine (p.s.) Good.
4 cyl. (22 K.W.) diesel engine (s.s.) Good.

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance Good.
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY or 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 (State material)
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)
CONTINUOUS SURVEY advanced by approximately 25% at this time, please see London letter 21/3/60.

Electrical Installation generally examined, megger tested, repaired where necessary and retested and left in good order.

CS. advanced
Docking.
It is submitted that this
vessel is eligible to remain
as CLASSED
By 29/6

LEAVE THIS SPACE BLANK

Survey fees ... G.S. £10.0s. 0d.
Damage fee ...
Expenses... ... £11.2s. 6d.
Date when A/c rendered