

Report of Survey for Repairs, &c., of Engines & Boilers.

BOX CASE 5981

TUESDAY 24 AUGUST 1886

(Received at London Office.)

No. ~~5981~~

No. in Reg. Book. ~~487~~ Survey held at *Boston*

Date, first Survey *12 Aug* Last Survey *16 Aug* 1886

on the Machinery of the *Iron Screw Steamer Lizzie & Annie* (Number of Visits *3*)

Tonnage, Gross *63* Built at *North Shields* When built *1877*

Ditto, Net *99* Owners *Boston London S.S. Co. Ltd* Port belonging to *Boston*

Diameter of Cylinders *2 12 1/4* Engines made by *Pattison & Atkinson* When made *1877*

Length of Stroke *16* Boilers made by *Suxford & Co* When made *1884*

Pressure of Steam *55 lbs* If Surveyed Afloat or in Dry Dock *both Boston* Classed *90 A1*

Registered Horse Power *25* (State name of Dock.)

Last Survey No. *45713* Port *Yon* L.M.C. *5-82 B.S. 8-84*

Particulars of Repairs and Examination *Special Survey No 2*

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.)

Main boiler opened out and examined condition good dead weight Safety Valves overhauled good Boiler mountings good Boiler examined under steam and Safety Valves found to blow freely at 55 lbs per square inch. Donkey boiler in good condition.

Cylinders and casings good, slide valves planed and cylinder faces faced up, valve spindle glands rebushed and neck rings renewed. Valve gear overhauled and adjusted. New packing rings fitted to each piston. New gudgeon fitted to Air pump trunk, circulating pump good. Feed and Bilge pump valves & seatings glands and neck rings renewed, feed plunger turned up and Bilge plunger renewed. Crank shaft examined found good, Thrust shaft good. Forward Engine Crank pin brasses renewed and after engine top crank pin brass renewed. Condenser good. Several pipes repaired, pumping arrangement in good order. Ship side discharge valves put into good order and sea connection faced up and replaced. The eccentric straps fitted with new brass liners.

The propeller shaft was renewed in London in Nov last and was duly reported upon to the Committee, upon examination both it and the propeller appeared in good order.

General Observations, Opinion, and Recommendation:—

The requirements of the Special Survey have been complied with in this case. The Boilers and Machinery are now in my opinion in safe working condition and are respectfully submitted as eligible for the notification L.M.C. 8-86 in the Register Book.

Fee or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : 2 : 0
Special Damage Fee (per Section 28) .. £ : :
Certificate (if required) £ : 2 : 6
Selling Expenses (if chargeable) £ 1 : 17 : 3

received by me, *H.C.*
23/8 1886

James James
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 27 AUGUST 1886

signed

M. S. M.



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It is submitted that this
vessel is eligible to have the
notification Lmb 8 & 6
recorded.

DP
25/5/86



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LR-FRF-SA12-28