

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

(Received at London Office, 31.10.88)

No. *463* Date of Writing Report *31st Oct* 188*8* Port of *London*
 No. in Reg. Book *463* Survey held at *London* Date, first Survey *Oct 26* Last Survey *Oct 26* 188*8*
 on the Machinery of the *Iron S.S. "Lizzie & Annie"* Master *Barley* No. of Visits *1*
 Gross *63* Net *99* Vessel built at *N Shields* By whom *Softly & Co* When *1877* 6
 Registered Horse Power *25* Engines made at *Newcastle* When *1877* Boilers, when made (Main) *1884* (Donkey) *1884*
 No. of Main Boilers *1* Owners *Boston & London S.S. Co* Port *Boston* Voyage *Woburn & Boston*
 Steam Pressure in Main Boilers *55* If Surveyed Afloat or in Dry Dock *Hedges Ward* Class of Vessel & Machinery *90 A1-3, 86*
 in Donkey Boiler (State name of Dock.) (as in Register Book.) *L M C - P, 86*

Last Survey No. *SS.N. 2. 86* Port *London*

Particulars of Examination and Repairs (if any) *Tail shaft drawn*

(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

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

A New nut has now been put on tail shaft the stern bush drawn (cast iron) & rebored, & the shaft made larger to suit.

General Observations, Opinion, and Recommendation:— *As far as seen the*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Machinery now appears in a sound & efficient condition enabling the vessel in my opinion to be eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	188

Thos L Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 2 NOV 1888*

Assigned *Remain as classed*



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*It is submitted that this
mass is eligible to remain
as classed*

*Ad
1.11.88*

REPORT OF SURVEY FOR REPAIRS, &c.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

