

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

No. *7317* Date of Writing Report *12th June 1890* Port of *Shull* (Received at London Office, WED 25 JUNE 1890)
 No. in Reg. Book. Survey held at *Shull* Date, first Survey *June 5th* Last Survey *June 11th 1890.*
459 on the Machinery of the *S. S. 'Lizzie & Annie'* Master *Doyley* No. of Visits *4*
 Tonnage Gross *106* Net *94* Vessel built at *N Shields* By whom *Doyley & Co* When *1877* Boilers, when made (Main) *1884* (Donkey) *1884*
 Registered Horse Power *25* Engines made at *Newcastle* Owners *Boston London S. O Co* Port *Boston* Voyage *Boston*
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock (State name of Dock.)
 Steam Pressure in Main Boilers *65*
 in Donkey Boiler *53*

Last Survey No. *9071* Port *Shull*
 Particulars of Examination and Repairs (if any) *S. S. No. 3*
 (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? *Yes*
 If this was not done, state for what reasons? *Donkey Boiler too small Manhole 12x9'*
 And what parts of the Boilers could not be thus thoroughly examined? *Lower part of tube plate*
 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? *Tested same to double the pressure*

The Main Boiler opened out and examined internally and externally condition throughout good. Safety Valves and Brice mountings overhauled and made good. Dead weight valve faced up examined under steam and the Safety Valve found to blow freely at 55 lbs per square inch.

The Donkey Boiler carefully examined could not get inside owing to it being so small the Manhole also being only 12x9' from what I could see the Boiler is in first class condition as a precaution tested the Boiler by hydraulic pressure to 100 lbs per square inch and found tight and sound. Lever Safety Valve faced up and other Boiler mountings overhauled, examined under steam and the Safety Valve found to blow at 53 lbs per square inch.

The Engines opened out and examined. Cylinders, Pistons Slide Valves good. Crank shaft good, Thrust bearing re-lined up intermediate shaft good. Propeller shaft drawn into and lined up in lathe new stem bush fitted, Propeller good. Condenser overhauled Air pump rod secured valves adjusted Circulating feed and Bilge pumps overhauled valves renewed or re-adjusted as required. Ship side discharge valve sea connections overhauled and made good. New Bottom end Brass fitted. Circulating pump driving eccentric re-lined up. Engine room donkey and all cocks and valves in connection to same valve pump gear found good. Bilge injection pump fitted in the vessel. overhauled & made good. Engines worked at morning satisfactory.

General Observations, Opinion, and Recommendation:— *The Boiler and Machinery of this vessel are now in my opinion in safe working condition and eligible to remain as classed. The case is respectfully submitted for the notification in the Register Book.*
 (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ 1 : 0	Fees applied for 24/6/ 1890 S.M. W.R. received by me, 1.7 1890
Survey Fee (per Section 28).....	£ 2 : 10.0	
Special Damage Fee (per Section 28).....	£ 1 : 0	
Certificate (if required) as per margin.....	£ 1 : 0	
Travelling Expenses (if chargeable).....	£ 1 : 0	

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

Committee's Minute *FRI 27 JUNE 1890*

Assigned *Lmb 6/90*



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It is submitted that this record
is eligible to have LMC 6, 90
recorded

H.L.D.
25.6.90

