

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

(Received at London Office)

Date of writing Report *1 Sept* 18 *98* When handed in at Local Office *2/9/* 18 *98* Port of *Hull*
 No. in Reg. Book. Survey held at *Boston* Date, First Survey *Aug 17* Last Survey *31 Aug* 18 *91*
466 on the Machinery of the *Wood, Iron & Steel Steamer "Lizzie Annie"* Master *(No. of Visits 5)*
 Tonnage Gross *99* Net *63* Vessel built at *St Shields* By whom *Portley & Co* When *1877* Year. Month. *6*
 Registered Horse Power *25* Engines made at *Newcastle* When *1877* Boilers, when made (Main) *1877* (Donkey) *96*
 No. of Main Boilers *one* Owners *Boston London & Co* Port *Boston* Voyage *London*
 No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *both Boston* (State name of Dock.)
 Steam Pressure in Main Boilers *55* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *L.L.M. 2*

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*Do. " Donkey " " " *No*If this was not done, state for what reasons? *Donkey Boiler too small*And what parts of the Boilers could not be thus thoroughly examined? *Could see from door all over*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? *Satisfied myself*Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*At what pressure were they afterwards adjusted under steam? *55 lb.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted? *50 lb.*Has the propeller shaft been drawn and examined at this time? *Yes*If spare propeller shaft fitted, state whether new? *No*State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Retrieved*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? —

The Main Boiler opened out and examined internally and externally, the Boiler shell at Centre line at bottom much reduced in thickness from normal size to $\frac{3}{16}$ at smallest near mud hole door. Owing to the Boiler being within one inch of keelson as a temporary repair to enable the vessel to run until the end of the year fitted plate $\frac{9}{16}$ thick about 30 inches wide and sufficiently long to get through the mud hole. These are bolted to the shell the joint being double row of bolts with backing bolts new and there a number of the stays are reduced as also the internal sides are corroded at line of fire bars. The Boiler tested by hydraulic pressure to 80 lb and found tight, and is now in my opinion safe. It is submitted that the Boiler be either removed or lifted ashore and efficiently repaired in four months time from this date. The Safety Valves and Boiler Mountings overhauled. Examined under steam and the Safety Valves set to blow at 55 lb per square inch.

The Donkey Boiler opened out and examined condition throughout good. The Safety Valves and Boiler Mountings overhauled.

General Observations, Opinion, and Recommendation: — *The Boiler and Machinery of*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 97, R.&M.S. 9, 97 or L.M.C. 9, 97, 150 lb., F.D., &c.)

This vessel are now in my opinion in safe working condition eligible to remain as classed and the entry L.M.C. 9, 98 in the Register Book. It is submitted that the Main Boiler be either removed ashore and efficiently repaired or removed in four months time from this date.

Office or Registration Fee (per Sec. 27) £

Fees applied for

Survey Fee (per Section 28) £

5/9/ 18 98

Special Damage Fee (per Section 28) £

17/6

Travelling Expenses (if chargeable) £

12/6

State if Certificate is Required

Committee's Minute

FRI. 9 SEP 1898

Assigned *L.M.C. 9, 98 subject*

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



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Lloyd's Register
Foundation

Leaves shaft examined stem brook removed
Temporary repair effected to them
Barber

M.E.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

L.H.C. & G.P. subject
to the train Barber being
efficiently repaired & removed
before the end of Dec 98

[Signature]
7/19/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Port of *Scott*Continuation of Report No. *12050* dated *1 Sept 98* on the*Steamer Lizzie & Annie*

Examined under steam and the Safety Valve set to blow at 50 lbs. per square inch.

The Engine opened out and examined. Cylinders, Pistons Slide Valve good. Piston rods and Valve Spindles turned up and retouched. Crank Shaft good. New bottom end frames fitted. Thrust retained up. Propeller Shaft drawn turned up in lathe and new stem bush fitted. Valve and Pump gear adjusted. All pumps overhauled, Air rod and sea Plunger turned up and retouched, Bilge Plunger renewed. Valve renewed or readjusted as required. The Condenser tubes drawn cleaned replaced and repacked. The Sea Connection Ship side Valve. Suction Cocks and Bilge Injection overhauled. Smoke Engine overhauled and made good. The Main Steam Pipe where seen good.

Lucas Brown