

REPORT of SURVEY for REPAIRS, &c.

41852 BOX CASE

No. in Survey held at *London* Date, first Survey *19th Sept^r* Last Survey *21st Sept^r* 1882
 Reg. Book. *509* on the *Iron Steamer "Lizzie & Annie"* (No. of Visits *3*) Master *T. Newton*
 Tonnage under Tonnage Deck *99* Built at *N. Shields* When built *1877* MONTH *6th*
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *99* Owners *T. Slater* Port belonging to *Boston.*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. *62* Residence
 By whom built *Softley & Co* Destined Voyage *Boston.*
 If Surveyed Afloat or in Dry Dock *On the Fountain Gridiron.* (State Name of Dock)
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 Last Survey, No. *5132* Port *Bos* Classified *90A.1*
 REPAIRS, OR EXAMINATION AS PER RULE *L.S. Bos. N^o 1-82.* *5.82*
 Cause of Repairs to be clearly stated.

This vessel has been placed on a Gridiron; the bottom examined, cleaned & coated. The fore mast now renewed. One bulwark plate on the starboard side amidships is new. Damage repair due to collision on the starboard side forward viz: one plate of the sheerstrake and three bulwark plates are new; part of the gunwale angle iron on upper deck fired and straightened in place; two lengths of bulwark rail angle iron renewed; two lengths of bulwark rail renewed of American elm; about fifty feet of topgallant berthing and rail renewed; the extreme upper part of stem, fired and straightened in place.

Present Condition of the		Freonails Rivets —		Windlass and Capstan	
Decks	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Pumps	<i>good</i>
Waterways	<i>Do</i>	Transoms, Pointers, and Crutches	<i>Do</i>	Boats	<i>Do</i>
Comings	<i>Do</i>	Timbers of the Frames at the openings	<i>Do</i>	Masts, Yards, &c.	<i>Do</i>
Upper Deck Beams & Fastenings	<i>Do</i>	Ditto Ditto at other places	<i>Do</i>	Condition, how ascertained from the deck	
Lower Deck Beams & Fastenings	<i>Do</i>	Keelsons	<i>Do</i>	Sails	<i>good</i>
Planksheers	<i>Do</i>	Clamps and Shells	<i>Do</i>	Anchors No. of	<i>2 B. 1 P. 1 K</i>
Sheerstrakes	<i>Do</i>	Ceiling	<i>Do</i>	Cables	<i>complete</i>
Topsides	<i>Do</i>	Rudder	<i>Do</i>	Hawsers and Warps	<i>good</i>
Wgles	<i>Do</i>	Copper (or T.M.) When put on		Standing & Running Rigging	<i>Do</i>
Plating	<i>Do</i>	Caulking of			
Plank (Bottom) and Counter	<i>Do</i>	Bottom, Deck, & Waterways	<i>good</i>		

Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *good*
 General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition and eligible in my opinion to remain as classed.

The Amount of Entry Fee ... £ : : : received by me, *J. H. Truscott*
 Special ... £ : : : *19.10 1882*
 Certificate (if required) to be sent as per margin... } £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute *20/10/82 18*
 Character assigned *TRUF 90A.1*
 J. H. Truscott.
 Surveyor to Lloyd's Register of British and Foreign Shipping.