

REPORT of SURVEY for REPAIRS, &c.

No. 7317 Date of Mailing Report 13th June 1890 Port of Hull
 No. in Survey held at Hull Date, First Survey June 5th Last Survey June 10th 1890
 Reg. Book. 53 (No. of Visits 5) Master Barley
459 on the S/S "Lizzie & Annie" YEAR MONTH

TONNAGE:—
 NET 63 Built at North Shields By whom Softley & Co When 1877
 GROSS 99 Owners Boston & London Steam Ship Co. Port belonging to Boston
 UNDER DEK. 96 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Hunt & Fowler Destined Voyage ✓

Length of Poop 10 ft. : of Forecastle 10 ft. : of Raised Or. Deck 10 ft. : Moulded Depth 10 ft. : ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 48885 Port Lon Classed L.M.C. 8-86 90A1
S.S. Lon N° 2-86 9.86
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer 11 ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter 11 ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N° 3.

The vessel placed in dry dock, the bottom examined, the holds, peaks and bunkers cleared; all the close ceiling in the holds and bunkers removed, the space under the engines and boilers cleaned, the whole of the frames, stringers, knees, floors, hulls, engine and boiler bearers, beams, bulkheads, rivets and inner surface of plating exposed. All oxidation beaten off the several parts above named, also from the outside plating, rivets, Hull, stem, sternpost and rudder. The windlass, masts, spars, and general equipment attended to as required. Chain cables ranged and found sufficient in quantity and in good condition. The thickness of plating ascertained by drilling holes on each side in way of the bunkers and found to be as follows.

Port and starboard side. A strake 7/16, B strake 7/16, C strake 7/16 bars, D strake 6/16, E strake 6/16 bars, sheer strake 7/16.

Repairs due to wear and tear. A shoe piece at the after end of Hull to

CONDITION OF THE	Plating	Blank (Bottom) & Counter	good	Ceiling	good	Boats	good
sterways	good	Iron nails or Rivets	good	Rudder	good	Masts, Yards, &c.	good
tings	good	Breasthooks & Stemson	good	Windlass & Capstan	good	Condition, how ascertained	good
Fr Dk. Beams & Fastenings	good	Transoms, Pointers, & Crutches	good	Pumps	good	Sails	good
W'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings	good	Cement (if Iron Ship)	good	Anchors No. of <u>2.1.1</u>	good
ankshaers	good	Ditto ditto at other places	good	Caulking of Bot'm, D'k, & Watrways	good	Cables <u>120 fms</u>	good
eerstrakes	good	Keelsons	good	Copper, or Y.M. paint (State if Y.M.)	good	Hawsers & Warps	good
ptides	good	Clamps & Shells	good	When put on <u>now</u>	good	Standing & Running Rigging	good
ales	good		good		good	Hatches	good

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo & Main Hatchways good

General Observations, Opinion as to Class, Recommendation, &c. :
 This vessel is now in good condition and in our opinion eligible to remain as classed with record of survey 6, 90, and notation S.S. Hul. N° 3-6, 90.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 1 " 0 - 0	Fees applied for, 24/6/ 1890 Received by me, 17- 18 90 S.S. 11 27-90
Office Fee (if chargeable) per Scale II., Sec. 27...	£ ✓ : :	
Survey Fee (per Section 25)	£ 3 " 10 " 0	
Special on Damage, Fee (if any) (per Sec. 25)	£ ✓ : :	
*Certificate (if required) to be sent as per margin	£ ✓ : 5 :	
Travelling Expenses (if chargeable)	£ ✓ : :	
Second Surveyor's Fee (if any)	£ ✓ : :	

Committee's Minute
 Character assigned 90A1
Lim 6/90
SS no 3-6/90

R Williamson
James Innes
 Surveyor to Lloyd's Register of British & Foreign Shipping.

"Lizzie & Annie"

Compensate for the wasting of the lower edge of the garboard
strake of plating. The rudder lifted and painted. Rubbed, two
indented shell plates, fixed and gained in place. Several hold
pillars straightened and refitted, the floors and frames current
washed, the inside and outside of vessel repainted, the ceiling
in holds and bunkers part renewed and part relaid, the tanks
tested by water, the hatches repaired and renewed when necessary,
the starboard side coaming to deck house renewed, several
strakes of deck renewed and recaulked. Shifting beam to main
hatch refitted and wood fore and after renewed.

R. Williamson

DO NOT WRITE ACROSS THIS MARGIN.