

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

(Received at London Office)
Date of writing Report 25th Sept 1894 When handed in at Local Office 26-9-1894 Port of Hull
No. in Reg. Book. Survey held at Boston Date, First Survey Sep. 18th Last Survey 24 Sept 1894
402 on the Machinery of the Wood, Iron or Steel Steamer Lygie & Annie Master (No. of Visits 3)
Tonnage Gross 99 Net 63 Vessel built at H Shields By whom Rotherby & Co When 1877. 6
Registered 25 Engines made at Newcastle When 1877 Boilers, when made (Main) 84 (Donkey) 84
No. of Main Boilers one Owners Boston London & L. Co Port Boston Voyage London
No. of Donkey Boilers one
Steam Pressure in Main Boilers 55 lb If Surveyed Afloat or in Dry Dock both Boston
in Donkey Boilers 50 lb (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) L. N. C. 9. 94

Periodical Surveys, when held, must be reported in detail and serially 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?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

At what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

The main Boiler opened out and examined internally and externally general condition good. Safety Valves & Boiler Mountings overhauled and made good. Examined under steam and the Safety Valves found to blow freely at 55 lbs.

The Donkey Boiler shell at bottom very much corroded internally had it taken ashore for repairs. (See end of report)

The Engines opened out and examined. Cylinders, Pistons & Slide Valves good. Condenser good. Crank & Thrust Shafting good. Propeller shaft, Stem bush and Propeller good. Feed & Bilge pump & Mangles tried up and retouched. Air pump good. Circulating pump overhauled and eccentric Chap. for working same re-lined. Ship side discharge valve, sea connections and all cocks attached to the Donkey Engine overhauled and made good. Donkey Engine good. Pumping arrangement good.

Note The particulars of the repairs to the Donkey Boiler
General Observations, Opinion, and Recommendation:—The Machinery & Boilers of the vessel are now in my opinion in safe working condition and eligible to remain as classed. The case is respectfully submitted in the Notification L. N. C. 9. 94 in the Register Book.

For Registration Fee (per Sec. 27) £ 2 : 10 : 0
By Fee (per Section 28) £ 1 : 16 : 2
Total Damage Fee (per Section 28) £ 1 : 16 : 2
Selling Expenses (if chargeable) £ 1 : 16 : 2

Fees applied for
26/9/1894
MR.
Received by me,
28/9/1894

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

Committee's Minute

Signed

TUES. 2 OCT 1894

TUES. 27 AUG 1895

FRI. MAR 6 1896

FRI. APR 10 1896
FRI. APR 17 1896

account of wear & tear
Donkey Boiler taken ashore to be
repaired - & minor repairs effected
to Machinery.

It is submitted that

this vessel is eligible for

THE RECORD LMC 994

The Donkey Boiler here
to be expended from the
Reg Book.

F P R

29-9-94

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67 THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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LR-FAC-SAT2-48

210-L.R.P.H.-3000

THURS 27 SEP 1894

BOX CASE

Port of

Hull

Continuation of Report No. 9242 dated 24 Sept '94 on the

Lizzie & Annie

will be reported in due course. Seeing The Vessel is now sailing without a Smiley Bridge it is submitted that the Vessel receive the notification in The Register Book.

James Jones.

The Smiley Bridge was full of water ready for test upon my first visit to The Vessel while on The Slip way and was tested to 100 lbs and found tight, upon the water being run off I found sufficient cause to ask that the Bridge be lifted ashore for repairs.

James Jones

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