

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

(Received at London Office MON. 23 SEP 1895)

Date of writing Report 21 Sept 1895 When handed in at Local Office 21 Sept 1895 Port of Hull

No. in Reg. Book. Survey held at Boston Date, First Survey 19 Sept Last Survey 19 Sept 1895

421 on the Machinery of the Wood, Iron or Steel Steamer "Lizzie & Annie" Master

Tonnage Gross 99 Net 63 Vessel built at N Shields By whom Rotherham

Registered Horse Power 25 Engines made at N Shields When 1877 Boilers, when made (Main) 1874 (Donkey) 7

No. of Main Boilers 1 Owners Boston London S.S. Co. Ltd. Port Boston Voyage London

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat Boston

Steam Pressure in Main Boilers 55 in Donkey Boilers 9911

Last Survey No. 924 Port Hull

Particulars of Examination and Repairs (if any) Boiler Survey

(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?

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?

To 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 condition good. Safety Valves & Boiler Mountings overhauled. Examined under steam and the Safety Valves found to blow at 55 lbs per sq inch

General Observations, Opinion, and Recommendation:— So eligible in my opinion

(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. 494, B.A.M.S. 494 or I.M.C. 494, 140 lb., F.D., &c.)

To remain as classed and to be noted B.S. 9.94 in the Register Book.

Office or Registration Fee (per Sec. 27) £ 1 10 0

Survey Fee (per Section 28) £ 1 10 0

Special Damage Fee (per Section 28) £ 1 10 0

Travelling Expenses (if chargeable) £ 1 10 0

Fees applied for

10

Received by me,

24 9 1895

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

*State if Certificate is required

TUES. 24 SEP 1895

Committee's Minute

Assigned

B.S. 9.95



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Lloyd's Register Foundation

It is submitted that
this vessel is eligible for
THE RECORD

B.S. 9.95

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13.9.95

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OF THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.