



BARRY.

12th January 1898

Mr. Henry C. Filston

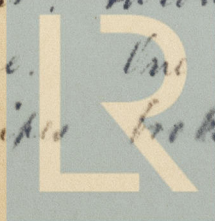
Captain Evans, representing the owners, survey the steel screw steamer 'Lycia' of London 2117 tons register, for the purpose of ascertaining the damage stated to have been sustained by the vessel through encountering ice between the dates of 22nd April and 25th June 1897 while on a voyage from Avonmouth to Montreal and back to Avonmouth.

For particulars see log-books.

Upon examination of the vessel when placed in the Commercial Dry Dock, Barry, on 27th November 1897 and subsequent dates, found on port side the first plate in D strake broken; the first second and third plates in E strake, and the first and second plates in F strake badly indented; the second plate in G strake and the third in F slightly indented; m's frames and reverse frames broken; m's frame broken and the riving of a number

of shell bars in way of the above plates started. On the starboard side the first, second, third and fourth plates in D stroke, the first in C, the first, second, third and fifth in E and one plate in B amidships badly indented; the third plate in B and the second and third in C stroke slightly indented; two plates in A stroke and one in B amidships slightly indented. One plate in F stroke in way of fore hatch, one plate in H and one in J stroke amidships slightly indented. One plate in G and one in H stroke in way of mainmast slightly indented. Landing edge of one plate in D stroke badly scored, twelve frames and reverse frames set in, the riveting of a number of shell bars started and four shell bars broken. The bottom and sides to above the load line chafed and paint scrubbed off fore and aft. Several rivets in flat of bottom and the caulking of several butts started. Upon the tanks being opened, cleared and cleaned for examination, found the cement in a number of places started and broken.

The steering gear, chains and fairleads strained. The paint in after wheelhouse damaged and burnt, through firing gun for removal of same. One sounding pipe and two bilge suction pipes broken.



Steam pipe broken.

Upon the propeller being taken off, the tail shaft drawn in and all the machinery opened for examination, found the tail shaft badly fractured in a circumferential direction at inner end of after liner and also at outer end. Stern bush out and worn down, the white metal in thrust shoes out and scored, three tunnel shaft couplings started and the bolts working. The white metal in four top half main bearing brasses and in M.P. and L.P. crank pin brasses out and scored. H.P. piston rod gland broken, four studs in same broken. Upon the condenser being tested, found several tubes leaking. The duplex donkey pump reported out of order

K.S.



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Steam pipe broken.

The undersigned recommended on the port side, the first plate in D stroke to be cut off and renewed; the first, second and third plates in E, and the first and second in F to be cut off, faired and replaced; the second plate in E and the third in F to be cut part loose, faired in place and riveted; nine frames and reverse frames to be cut part loose, faired in place and riveted; one broken frame to be fitted with an efficient bosom bar and the started shell bars to be cut off and riveted.

On the starboard side, the first, second, third and fourth plates in D, the first plate in C, the first, second, third and fifth plates in E and one plate in B stroke amidships, to be cut off, faired and replaced; the third plate in B and the second and third plates in C to be cut part loose, faired in place and riveted; two plates in A and one in B stroke amidships to be cut part loose, faired in place and riveted; one plate in F, one in H, one in I amidships and one plate in G and one in H in way of mainmast to be cut part loose, faired in place and riveted; the landing edge of one plate in D stroke to be chipped and recaulked, twelve frames and reverse frames to be cut part loose



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saved in place and riveted, the started shell has to be cut off and riveted and four broken ones to be renewed.

The started rivets in flat of bottom to be cut out and renewed; the leaking butts to be overhauled and recaulked.

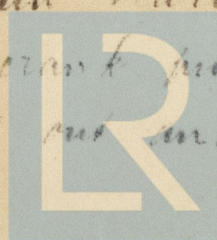
The ballast tanks to be opened, cleared and cleaned for examination, and the cement where broken to be renewed.

The steering gear chains and fairleads to be overhauled and put into good working order. The after wheel house to be painted down and painted. One sounding pipe and two bilge suction pipes to be repaired. The windlass steam pipe to be renewed.

The propeller to be taken off, the tail shaft drawn in and all the machinery opened for examination; the fractured tail shaft to be taken out and a new shaft made and fitted in place and to propeller; stern bush to be renewed, the thrust shoes to be reset, three tunnel shaft couplings to be parted, couplings set fair, holes rimed out and new coupling bolts fitted complete.

One coupling to be parted set fair and three holes rimed out, and three new bolts fitted.

Four top half main bearing tracers and the M.P. and L.P. crank pin boxes to be dismantled, forced out and rebrided. M.P.



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piston rod gland to be renewed, and four studs renewed. Condenser to be tested and the leaking tubes to be renewed. The duplex donkey pump to be overhauled and put into good working order.

All fittings, connections, cabling, sparring, funnel plating etc. removed to effect the above repairs to be replaced or renewed, and the bottom and sides up to loadline and all the new and repaired work to be coated with paint in order to place the vessel in as good condition as before the recurrence in question.

To £ 10.0.0
 Less 100/- 1.1.0
£ 9.9.0

Henry S. Tabor
 Surveyor to Lloyd's Register.
BARRY.



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