

Report of Survey for Repairs, &c., of Engines and Boilers. No. 2782

(Received at London Office)

Date of writing Report 18. When handed in at Local Office 21. 12. 1897 Port of BARRY.  
 Survey held at BARRY. Date, First Survey 30 Nov Last Survey 8 Dec 1897  
 on the Machinery of the Wood, Iron or Steel ss "Lucia" (No. of Visits 5)  
 Gross 3282 Master Jones  
 Net 2117 Vessel built at Belfast By whom Harland & Wolffs When 1888-5  
 Engines made at " " When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
 Owners Elder Dempster & Co. Port London Voyage ✓  
 If Surveyed Afloat or in Dry Dock Commercial  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
H100 A1 2.97		HLMC 9.94
S.S. No 3-9.94		BS 4.97

Particulars of Examination and Repairs (if any) See survey etc.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓  
 " " Donkey " " " " " ✓  
 was not done, state for what reasons? Not done.  
 At parts of the Boilers could not be thus thoroughly examined? ✓  
 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? ✓  
 Surveyor examine the Safety Valves of the Main Boiler? ✓ At what pressure were they afterwards adjusted under steam? ✓  
 Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted? ✓  
 Propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? New shaft fitted.  
 The distance between lignum vitae of stern bush and top of after bearing of screw shaft? Now rewooded.  
 Survey is not complete state what arrangements have been made for its completion and what remains to be done?

On account of damage thro ice, & heavy weather, vessel placed in dry dock, propeller taken off tail shaft drawn found very badly fractured circumferentially, at inner end of aft hub, new shaft fitted stern bush rewooded, propeller refitted & shaft coupled up new bolt fitted to guard ring, All machinery opened & examined, A.P. & S.P. crank pin brasses reinstalled, thrust shoes reinstalled, A.P. in two tunnel couplings revised & two new sets of bolts fitted, 3 new bolts fitted to another coupling.

As part L.M.C. vessel placed in dry dock, Tail shaft now new, Sea cocks valves & connections pad. Cyls, pistons, slides, pumps, condenser, crank, thrust, & tunnel shafting, opened, examined & either found & made good. To complete the survey: The main & donkey boilers require to be examined & all valves adjusted.

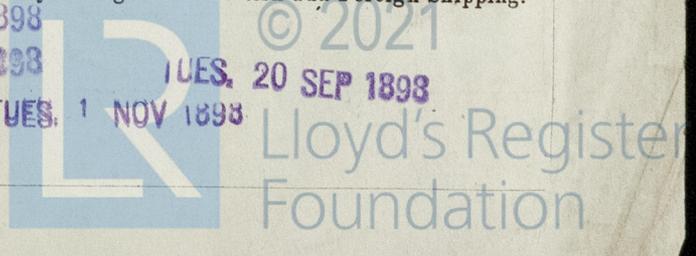
General Observations, Opinion, and Recommendation:— The machinery of the vessel is now in good condition & in my opinion eligible to remain as classed, with record of M.S. 12. 97

Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
.....	£	:	:	18
Image Fee (per Section 28).....	£	:	:	
Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

FRI. 19 AUG 1898  
 FRI. 27 MAY 1898  
 TUES. 20 SEP 1898  
 TUES. 1 NOV 1898

Certificate is required  
 Committee's Minute  
 signed + LMC 21/12/97



Insert Character of Ship and Machinery precisely as in the Register Book.

Certificate 10 00 300.

Two shafts found fractured now renewed  
stem bush unworked, two sets of coupling bolts  
renewed due to damage by ice & heavy  
weather.

It is submitted that  
this vessel is eligible for  
THE RECORD.

L.H.C. No. 6. 1297

22/12/97

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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