

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

(Received at London Office

WED. 29 DEC 1897

Date of writing Report 27th Decr 1897 When handed in at Local Office 28th Decr 1897 Port of London WED. 29 DEC 1897
 No. in Reg. Book. 655 Survey held at London Date, First Survey 16th Decr 1897 Last Survey 28th Decr 1897
on the Machinery of the Wood, Iron or Steel S.S. "Lutetia" (No. of Visits 5) Master Holliday
 Tonnage { Gross 894 Net 516 Vessel built at Swedenland By whom J. L. Thompson Sons When 1877 Year. 12 Month.
 Registered Horse Power 99 Engines made at " " When 77 Boilers, when made (Main) 90 (Donkey) 90
 No. of Main Boilers 1 Owners W. France & Co Ltd Port London Voyage R. Tyne
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Green's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure— in Main Boilers 70 (State name of Dock.)
 in Donkey Boilers 84

Last Survey No......*Port*

Particulars of Examination and Repairs (if any) Damage

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

Has the propeller shaft been drawn and examined at this time? Yes. If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 57.32

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

Now done on account of Damage by Vessel going ashore on the 8th Decr
by while in her Voyage from Goole to London: - Propeller Stern-bush
and Sea connections examined. Tail Shaft drawn in and
examined and found satisfactory. Crank Shaft lifted out
of place and Wilt bed-plate and Main-bearings examined
and found in good condition. All Pumps and the Condenser
examined. Engine Repairs: - Tubes removed from Condenser
and overhauled about One Hundred Fifty Tubes renewed all
Tubes re-packed in place.

Boiler Connections examined. The Main Steam and Feed Pipes have been taken to Shop and Tested by Officials to twice the working pressure, and re-fitted in place.

General Observations, Opinion, and Recommendation:—

(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. 9.95, B.&M.S. 9.95 or $\frac{9}{16}$ L.M.C. 9.95, 140 lb., F.D., &c.)

The Machinery of this vessel so far as now examined is in good condition and in my opinion, eligible to perform as classed without fresh record.

Office or Registration Fee (<i>per Sec. 27</i>).....	£	:	:	Fees applied for
Survey Fee (<i>per Section 28</i>).....	£	:	:	18
Special Damage Fee (<i>per Section 28</i>).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

*State if Certificate is required

Committee's Minute

Assigned *Asinot*

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Screw shaft examined, blank
shaft lifted condenser tubes unpacked, and
about 150 tubes renewed. Main steam feed
pipes tested.

It is submitted that
this vessel is eligible to
remain as CLASSED.

LL
15/1/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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