

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

29 MAY 1947

Date of writing Report 27th May 1947When handed in at Local Office 27th May 1947

Port of SOUTHAMPTON

No. in Survey held at PORTSMOUTH

Date First Survey 31st JanLast Survey 25th April 1947

Reg. Book.

66664 on the Machinery of the ~~Wood, Iron or Steel~~ ^{Eng} LEMBU ex EMPIRE LILLIPUT

(No. of Visits 18)

Tonnage Gross 138

Vessel built at ~~Thorn~~ Doncaster

By whom R Dunston Ltd.

Year. Month.

R. Nominal Net -

Engines made at Wigan

By whom Worsley, Messrs Doncaster

When 1944 1

Horse Power 85

Boilers, when made (Main) 1944

(Donkey)

When 1944 1

No. of Main Boilers 1

Owners Shell Co. of Straits Settlements Ltd

Owners' Address

No. of Donkey Boilers

Managers

(If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock

Portsmouth Dockyard

in Donkey Boilers

(State name of Dock.)

and Bamber

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years since last survey	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		

+ 100 A1

In towing service

6, 45

+ LMC 1, 44

TSOG

Last Report No. Port

Particulars of Examination and Repairs (if any) TS, BS, New oil installation

(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. E 88.46

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " "

If not, state for what reasons

What 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?

State latest date of internal examination of each boiler 9.4.47

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes

Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No

If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 14.2.47

State the wear down in the

stern bush A fit

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

NOW DONE: Vessel placed in drydock. Propeller, propeller shaft, stern bush, oil gland and sea cocks and valves with their fastenings examined. The shaft was found to be severely pitted due to sea water having leaked past the Newark oil gland. The shaft has now been skimmed to the minimum diameter between bearing portions without power, removing all the pitting. The stern bush has been removed and a new shaft has been ordered and will be fitted on the vessel's arrival at Singapore. The Newark oil gland has now been fitted with a new rubber bush. The boiler has been examined throughout, together with all mountings, manholes etc. Mountings overhauled. Safety valves afterwards adjusted under steam to the pressure noted above.

General Observations, Opinion, and Recommendation: Eligible in my opinion to remain as classed

(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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb. FD, &c.)

with fresh records of BS 4.47 and TSOG 2.47; to have notation "Fitted for oil fuel 4.47 FP above 150°F: subject to the propeller shaft being renewed before the end of February 1948"

Survey Fee (per Section 29)	BS	TS	Fees applied for
	£ 3	-	2/5 1947
Special Damage Repair Fee (if any)	£ 5	5	
(per Section 29.)	£ 8	8	
Travelling expenses (if chargeable)	£ 4	2	8

Committee's Minute

Assigned

See lib 3197

H. B. Rogers, J. Michaelas
Engineer Surveyor to Lloyd's Register of Shipping.

24 JUN 1947

Rpt. 9a.

Port of SOUTHAMPTON

Continuation of Report No. 19022 dated 29th May, 1947, on the

Steamer "LEMBU"

A new oil burning installation has now been satisfactorily fitted in accordance with the approved plan and the requirements of Section 20 of the Rules including those relative to the control of the steam supply to the unit pumps and fire extinguishing apparatus.

This installation afterwards tried under working conditions together with the steam smothering arrangements and proved satisfactory.

WEAR & TEAR REPAIRS

Sea cocks and valves overhauled.

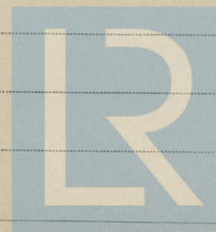
All plain tubes in boiler renewed. Boiler afterwards tested by hydraulic pressure to 210 lbs/sq. in. and found tight and sound.

A number of minor repairs effected to main and auxiliary machinery.

YHB

A copy of the Limit Letter addressed to the owners relative to the renewal of the propeller shaft is attached hereto.

YHB



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Foundation