

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

(Received at London Office)

- 4 SEP 1941

Date of writing Report 17th June, 1941. When handed in at Local Office 17th June, 1941. Port of YOKOHAMA.

No. in Reg. Book 18343 Survey held at YOKOHAMA Date, First Survey 30th May, Last Survey 11th June, 1941. (No. of Visits Three)

on the Machinery of the Wood, Iron or Steel T.Sc.S. "LIMA MARU"

Gross Tonnage 6989 Net 4298 Vessel built at Nagasaki By whom Mitsubishi Zosen K.K. When 1920-4  
 Engines made at Nagasaki By whom Mitsubishi Zosen K.K. When 1920  
 Nominal Horse Power 620 Boilers, when made (Main) 1920 (Donkey) X  
 No. of Main Boilers 4 SB Owners Nippon Yusen K.K. Owners' Address X (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers X Managers X Port Tokyo Voyage X  
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Asano Dock.  
 in Donkey Boilers X

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) BS & TS

Periodical Surveys, when held, must be reported in detail and seriatim 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.

Where 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 X

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

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

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? X

If this was not done, state for what reasons? X

And what parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler Nos. 1 & 3 - 30-5-41. Nos. 2 & 4, 3-6-41 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? X To what pressure were they afterwards adjusted under steam? X

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? X

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? X

Has a screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has a shaft now been changed? X If so, state reasons X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X  
 Has the shaft now fitted been previously used? X Has it a continuous liner? X P 7/32

State date of examination of Screw Shaft 3-6-41/ State the distance between lignum vitae or X of stern bush and top of after bearing of screw shaft S rewooded  
 Is electric light and/or power fitted? X

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

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

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

Work done:- Vessel placed in dry dock, P & S propellers, starboard stern bush and aft end of port stern bush, sea cocks and valves with their shell fastenings, examined and found or now placed in good condition.

Starboard Tail Shaft with continuous liner examined and found or now placed in good condition.

The Four (4) Main Boilers were examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, air pumps, bilge pump, circ. water pumps opened up by the Engineers examined and found in good condition. Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are in good condition and eligible in our opinion to be continued as classed with fresh record of BS 6-41, and Starboard Tail Shaft (CL) seen 6-41.

Survey Fee (per Section 29) £ 215.00 Fees applied for 13-6-1941  
 Special Damage or Repair Fee (if any) £ X Received by me, \_\_\_\_\_  
 Travelling expenses (if chargeable) £ 6.00

Committee's Minute FRI. 19 SEP 1941  
Assigned A. 6.41

*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation  
 007647-007657-0125

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

Is a Certificate required? If so, to be sent to

B. due 5.41 Held  
Pat engine examined

*[Handwritten signature]*

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

B. 6.41

Sta. S. 6.41

*[Handwritten signature]*  
Thus  
17.9.41



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