

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

78343 on the Machinery of the Wood, Iron or Steel T.Sc.S. "LIMA MARU"

Gross 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.)

Port Tokyo

Voyage X

No. of Donkey Boilers X

Managers X

Steam Pressure 200 lbs

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Asano Dock.

In Donkey Boilers X

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
assigned
not
expired.Machinery and Boiler
Surveys
(including date of N.B. if any).

100A1 11-39

5.40

ssYka.No.3-3,32

ssYka.No.1-36

LMC 5-40

TS(CI) 5-40

SN4-38

Carrying vegetable oil in
Nos.3 & 6 D.B. tanks.

Last Report No. Port

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

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

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 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

" " Donkey " " " 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

Is a screw shaft now been drawn and examined? Yes / Starbd. only

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

Is a shaft now been changed? X If so, state reasons X

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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

State date of examination of Screw Shaft 3-6-41/ State the distance between lignum vitae 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.

So, 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.

Now 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

(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. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

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

Special Damage or Repair Fee (if any) £ X

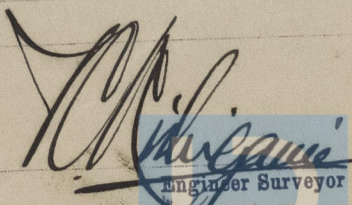
Travelling expenses (if chargeable) £ 6.00

Committee's Minute

Assigned

FRI. 19 SEP 1941

R. 6.41

Fees applied for
13-6-1941Received by me,
19

 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register
 Foundation

007647-007657-0125

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

18. due 5.41 Held
But engine examined

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

18. 6.41

Sta. S. 6.41

Thus
17.9.41

Supp



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Foundation