

5c, 8, 46.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME L I M A REPORT Lis. No. 4334

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) SHIP

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		REMARKS.
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	
BRIDGE SHEER STRAKE	0	50	45	45	5	5	37	37	37	-	-	37	42	37	-	-			
Bridge Strake below	N	45	45	45	-	-	37	40	40	-	-	37	35	35	2	2			
SHEER STRAKE	M	85	97	95	-	-	52	62	60	-	-	52	60	60	-	-			
1st Strake below	L	60	55	55	5	5	65	55	60	10	5	44	44	52	-	-			
2nd "	X	60	62	55	-	5	90	82	44	8	13	44	50	45	-	2			
3rd "	J	60	44	44	-	-	90	90	82	-	2	44	40	60	4	-			
4th "	H	60	60	62	-	-	90	84	90	3	-	44	50	52	-	-			
5th "	G	60	40	40	-	-	90	44	44	13	13	44	45	50	2	-			
6th " BILGE	F	42	64	70	5	2	90	84	85	3	5	55	44	60	8	-			
	E	72	-	-	-	-	90	87	87	3	3	55	44	55	8	-			
7th "	D	62	-	-	-	-	50	40	44	-	-	50	50	52	-	-			
8th "	C	62	-	-	-	-	50	40	64	-	-	50	52	50	-	-			
9th "	B	62	-	-	-	-	62	-	-	-	-	50	-	-	-	-			
10th "	A	64	-	-	-	-	64	-	-	-	-	62	-	-	-	-			
11th " Keel		92	-	-	-	-	64	-	-	-	-	64	-	-	-	-			
12th "																			

Drillings at ends to be made in the vicinity of the peak bulkheads.

For conditions of class see previous endorsement.

ACTION is DEFERRED for completion of S.S. No. 2 due 6.45 and for repairs.

The LISBON Surveyor reports (4.47) ship examined in dry dock, bottom coated, the requirements of a PERIODICAL SPECIAL SURVEY (D) complied with, and on account of wear and tear several shell plates, floors, side frames, margin brackets, and a few other items renewed and/or repaired.

The shell plating has been drilled with results as above, which are such as can be approved.



© 2021

Lloyd's Register
Foundation

P.T.O.

- 2 -

"LIMA"

The ship has been converted for the carrying of oil fuel and 14 cylindrical storage tanks have been fitted in the boiler room in way of side bunkers. Nos. 2,3 & 4 D.B. tanks have been arranged for the carrying of oil fuel or ballast and a cofferdam of 1 frame space fitted between Nos. 4 & 5 D.B. tanks. All this conversion work has been carried out in accordance with plans approved in this office.

The 'tween deck bunker spaces have been converted for accommodation.

135 fathoms of chain cable have been supplied and the marks verified with certificates.

It is submitted the ship is worthy to remain as classed, with record of dry docking 4.47, and to have notations of 'S.S. Lis. - 4.47 (Dr)' (without special conditions)

and *"Fitted for Oil Fuel 4.47, F.P. above 150° F"*

4.47 Lis.)
'S.S. Lis. - 4.47 (Dr)') without

Insert in R.B. 4.47
FITTED FOR OIL FUEL, F.P. above 150° F.

see letter

NOTE: It is further submitted the Surveyor be informed it is concluded that in connection with the fitting out of the cylindrical storage tanks in the boiler room and Nos. 2,3 & 4 D.B. tanks the requirements of Section 20 of the Rules for Steel Ships have been complied with where applicable, but this should be confirmed.

6/5/47
[Signature]



© 2021

Lloyd's Register
Foundation

0103 2/2

This vessel is eligible in our opinion to remain as classed with fresh r