

The class is subject to the tunnel bearings of the screw shaft being dealt with at the next screw shaft survey and the stay tubes renewed before the end of 3.46.

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Received from Chief Engineer Surveyor

ined by Chief Engineer Surveyor

SSEL'S NAME "LIMA"

Rpt. Lis. No. 4334

ie remarks of the Chief Engineer Surveyor are desired on this case for the consideration of 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, 24.5.12.)

ture of Survey ~~COMPLETION OF~~ SPECIAL SURVEY OF ENGINES AND BOILERS FOR S.S. Ne--

This Survey, due 12.45 partly held at-- now completed, and the following repairs carried out (due to wear & tear):-

Screw shaft examined and after tunnel bearings of screw shaft retalled, main bearings retalled and shafting re-aligned, thrust shaft machined.

A second hand steam driven dynamo set has now been fitted on board.

All furnaces and front and back tube plates and tubes of all boilers renewed. Lower wrapper plates in five combustion chambers renewed. The front end plate of the forward boiler partly renewed. A number of screw stays in all boilers renewed. All mountings removed and refitted to the boiler ~~shells~~ and some of the valve chest renewed.

The main switchboard renewed and various electric circuits rewired.

Alterations:- An oil fuel burning installation has been fitted in accordance with the approved plans.

It is submitted the vessel is eligible to remain as classed, with

notation of LMC 4.47, as recommended.
S 7.46,

Fitted for oil fuel 4.47. F.P. above 150° F.

Without special conditions.

10. 5. 47.



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+L.M.C. 4-47 and T.S.(CL) seen 7-46 and to have the notation "Fitted for oil fuel 4