

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

No. 4334

(Received at London Office

10 APR 1947)

Date of writing Report 4. 3. 1947.

When handed in at Local Office

19

Port of LISBON

Date, First Survey 6-3-47

Last Survey 8. 4. 1947

(No. of Visits

50)

No. in Reg. Book.

77707

Survey held at LISBON

on the Machinery of the ~~W. Hartlepool~~ Steel

"LIMA"

YEAR. MONTH.

1907 -

By whom Furness, Withy & Co. Ltd.

1907

By whom Westgarth & Co. Ltd.

(Donkey)

Gross 4058

Net 2470 237 1/2

Nomical Horse Power 497

No. of Main Boilers 358

No. of Donkey Boilers -

Steam Pressure -

In Main Boilers 200lbs.

In Donkey Boilers -

Vessel built at W. Hartlepool

Engines made at " " "

Boilers, when made (Main) 1907

Owners Empresa Insulana de Navegação

Owners' Address (if not already recorded in Appendix to Register Book).

Port Lisbon.

Voyage

Managers Benouze & Co

If Surveyed Afloat or in Dry Dock Both No. 1 DD.

(State name of Dock.)

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 new expires.	Machinery and Boiler Surveys (Including date of N. B., if any).
100AL		LMC
1,46		MS13,41
SS.Lis.No.3-6,37		BS8,43
SS.Lis.No.1-41		TS3,43
		CL

Last Report, No.

Port

Particulars of Examination and Repairs (if any) LMC. TS. & ALTERATIONS

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

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 this was not done, state for what reasons

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

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?

State latest date of internal examination of each boiler Forward 22-1-47 After 6-2-47

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

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

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? none

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

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? no

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 29-7-47

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 m/m

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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, tail shaft, stern bush, sea connections and all

outside fastenings examined. All cylinders, pistons, valves and faces, crank, thrust and tunnel

shafting, condenser (under test), main and independent pumps, windlass and steering engines and

pumping arrangements examined. Main and auxiliary steam pipes over 3" dia., tested hydraulically

to 400 lbs. The electrical installation has been examined throughout, repaired as under and the insu-

lation megger tested and found in order.

The main boilers opened out and examined together with their safety valves and other mountings,

repaired as under and hydraulically tested to 300 lbs. per sq. ins. and found good.

An oil burning installation has now been satisfactorily fitted in accordance with the approved plan

dated 8-4-46 and the Rules.

General Observations, Opinion, and Recommendation:-

(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. 9/11, B.&M.S. 9/11, L.M.C. 9/11, or LMC 140 lb., F.D., &c.)

The machinery of this vessel is eligible in our opinion to remain as classed with fresh record of

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

150° F.

Survey Fee (per Section 29) LMC & TS. Esc. 4100/000

Special Fee for Repair Fee (if any) Ex. 10,000/000

Travelling Expenses (if chargeable) -

Committee's Minute

Assigned

Surveys applied for, 4. 3. 1947

Received by me, 19

WED. 14 MAY 1947

LMC 4,47 without spl. cdn.

S. 7,46

CERTIFICATE WRITTEN

Lloyd's Register Foundation

408434-008438-0108 1/2

S/S. "LIMA"

The oil pressure pipes and fittings tested hydraulically in place to 450 lbs. per sq.ins. and found good. Steam fire extinguishing pipes and water hose connections and hoses are fitted and in accordance with the Rules. A new oil fuel transfer pump has been fitted on the starboard side of the Boiler Room and has an oily bilge suction connection. The oil burning installation has been examined under working conditions and the safety valves of all main boilers adjusted under steam to 300 lbs. per sq.ins.

Repairs now done:-

Main engine crankshaft lifted, all main bearings remetalled and crank-shaft re-bedded.

Thrust shaft removed ashore, thrust collars skimmed in lathe, bearings and thrust shoes remetalled and replaced.

The after tunnel bearing remetalled

All shafting alignment verified and made good.

All pumps and auxiliary engines opened out and thoroughly overhauled and adjusted as necessary.

A second hand steam generating set in good condition has now been installed.

Main Boilers

The furnaces, both tube plates and tubes of all boilers renewed. The bottom wrapper plates of the centre furnaces renewed throughout and of the wing furnaces of the forward boiler and starboard after boiler. The front end plate of the forward boiler cropped at bottom and new piece fitted with welded butts. Grooving in the radius of the flange of the front end plate at bottom of the 3 after boilers veed out and electrically welded. Screw stays renewed as necessary.

All mountings removed from shell of boiler and rejointed with new fastenings. The blow down valve chest of the port and starboard after boilers renewed. The scum valve chest of the port after boiler renewed.

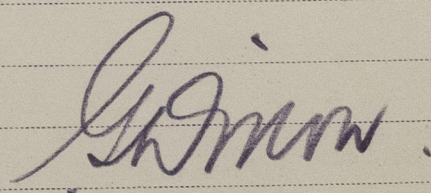
On completion of repairs the boilers tested hydraulically to 300 lbs. per sq.ins. and found good. Boilers and steam pipes relagged.

Electrical Installation.

Switchboard renewed. Engine and boiler room wiring renewed throughout with part new fittings. The wiring in way of the bridge space accommodation p. & s. renewed together with all fittings.

Navigation light wiring renewed throughout.

A number of other defective circuits renewed and all fuses and fittings overhauled and made good.



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