

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13<sup>th</sup> June 1925 When handed in at Local Office 15<sup>th</sup> June 1925 Port of WEST HARTLEPOOL

No. in Survey held at WEST HARTLEPOOL Date, First Survey 24<sup>th</sup> April Last Survey 8<sup>th</sup> June 1925  
Reg. Book. (No. of Visits) 16 Master ✓

75748 on the Wood, Iron or Steel S.S. "LIMA" Built at WEST HARTLEPOOL By whom Furness, Withy & Co. Ltd. When 1907-  
YEAR. MONTH.

GROSS TONNAGE:— See 1<sup>st</sup> Entry Owners Benoanda & Co Port belonging to Lisbon

UNDER DEK. Report Owners' Address Lisbon

NET TONNAGE:— (if not already recorded in Appendix to Register Book) Surveyed Afloat or in Dry Dock? Yes Name of Dock Middleton Destined Voyage Lisbon

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements.)

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined? Yes, not required. Was a damage report made by anyone else? If so, by whom? Yes, C. E. Smith & Son.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N<sup>o</sup> 3 for Classification + damage stated to have been sustained through (1) striking rock when leaving Velas Azores on 29<sup>th</sup> June 1924, + (2) cause not stated.  
Now done for S. S. N<sup>o</sup> 3: Vessel placed in Dry Dock. Bottom + rudder cleaned, examined + recoated, rudder lifted + pintles examined. Holds, peaks, E. + B. spaces, bunkers, tween decks, erections + chain locker cleared + examined, sealed + coated where necessary. Close ceiling + timber boards removed throughout. All tanks including fore + after peaks examined internally + tested under required water pressure. Decks examined. Masts (wedges removed), spars + general equipment examined (see certifi<sup>c</sup>). Cables ranged. (Contd.)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	8	243P <sup>t</sup>	✓	11+29P <sup>t</sup>	✓	✓	✓	TANK INTERCOSTALS; RUBBING
Removed and Faird or Repaired	15	17+24P <sup>t</sup>	✓	8P <sup>t</sup>	✓	✓	✓	BAR ETC. REPAIRED.
Faird or Repaired in place	6	26	✓	12	✓	1	✓	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	State if Tanks now tested	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Yes Good	Yes	Good	(State if on Felt.)
Caulking of Decks	Yes	Yes	Good	When put on, Month
Waterways	Yes	Yes	Good	Boats
Coamings	Yes	Yes	Good	Masts, Yards, &c.
Beams & Fastenings	Yes	Yes	Good	Condition, how ascertained
Outside Plating	Yes	Yes	Good	(State if wedges removed)
Caulking of ditto	Yes	Yes	Good	Sails
Rivets	Yes	Yes	Good	Equipment letter
Breasthooks & Crutches	Yes	Yes	Good	Anchors, No. of
Transoms	Yes	Yes	Good	Cables (State if now ranged)
Frames	Yes	Yes	Good	length
Reverse Frames	Yes	Yes	Good	(on board)
Floors	Yes	Yes	Good	Rule length
Keelsons	Yes	Yes	Good	Hawser & Warps
Stringers	Yes	Yes	Good	Standing & Running Rigging
Inner Bottom Plating	Yes	Yes	Good	

### General Observations, Opinion as to Class, Recommendation, &c.:—

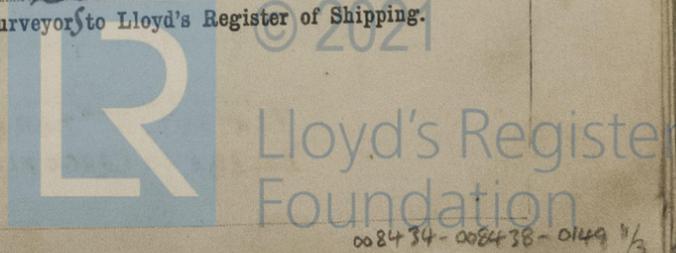
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is now in good + efficient condition, eligible, in our opinion to be classed 100A.1. and to have record of survey 6,25. + the notation of S. S. Hpl. N<sup>o</sup> 3 - 6,25.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	26	5	0	18.6.1925
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	18.6.1925

Committee's Minute TUES. 30 JUN 1925  
Character Assigned all minute on S.B. report.

D. M<sup>c</sup> Anslan.  
J. E. Sowden.  
Surveyor to Lloyd's Register of Shipping.



## S. S. "LIMA"

Hatches examined in position. Steering gears, chains & connections examined. W. T. doors & fire pump examined under working conditions. Ventilators, air & sounding pipes & shell plating under lights examined. Freeboard verified.

The shell plating was drilled amidships & at ends of vessel (P. & S.) & very little depreciation from the original scantlings was found.

Now done for Wear & Tear: - The steam & hand steering gears & windlass overhauled, & steering chains annealed. Hatch covers repaired & part renewed. W. T. doors & air & sounding pipes overhauled & made good. Several studs in chain cables renewed. Ventilators overhauled & repaired.

Anchors, 4: - one bow anchor (48-1-0) & one stream anchor (44-0-4) renewed; 90 faths. 4 1/2 stream wire & 120 faths 4 1/2 S.W. towline renewed (see 1<sup>st</sup> Entry Rep. for particulars.).

Shell: - No. 1 plate of D. strake renewed (P. & S.) & shoe plate fitted at lower part of Stem.

Boiler room tank: - four floors doubled at top & five intercostals part renewed on port side.

Bulkheads: - tween decks: - 3 deck plates renewed & two ditto part renewed; angles round trimming hatches part renewed; one new pillar fitted.

Minor deck fittings overhauled & repaired.

All new & repaired work recounted.

Now done for No. 1 Damage: - Vessel placed in Dry Dock, bottom & rudder cleaned, examined & recoated, rudder lifted & pintles examined.

Shell: - (No. from fore) - Keel plate (A): - No. 8, 12, 13, 14, 15 & 16 off, failed & refitted; 4 lengths of rubbing bar off, failed & refitted. Starb.:- B. strake - No. 10, 11, 12, 13 & 14 renewed; No. 7, 8 & 9 off, failed & refitted & No. 6 & 15 failed in place. C. strake:- No. 7, 10, 11 & 12 off, failed & refitted; No. 9 failed in place. E " :- No. 9 renewed & No. 8 failed in place.

Floors frames & intercostals (No. from aft) - starb. side:- Floors:- No. 30 to 40 renewed (= 11); from 41 floor to No. 62 (= 22 floors) & between No. 66 & No. 78 (= 7 floors) all cut & part renewed (= 29 floors); between No. 90 & 103, eight floors cropped & removed, failed & refitted; between No. 64 & 104, twelve floors failed in place.

Frames:- starb.:- from No. 30 to 46 = 17 frames out, failed & refitted; between No. 47 & No. 103 = 24 frames cropped & out, failed & refitted; between No. 63 & No. 105 = 22 frames failed in place.

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Intercostals (starboard) :- from No. 30 to No. 40 floor, ten plates out, fained + refitted.

In way of cropped floors, new continuous intercostal plates were fitted viz:- from No. 40 to 44 floor; from No. 45 to 53 floor; from No. 53 to 63 floor; from No. 69 to 72 floor; from No. 73 to 77 + 78 + 79 floor; from No. 89 to 96 floor, + from No. 100 to 104 floor. All ballast tanks + fore + after peak tanks tested under required water pressure.

Cement renewed where required. Suction pipes removed + refitted.

Tank top ceiling relaid. All new + repaired work recoated.

How done for No. 2 Damage:-

Port-Bow:- No. from fore:- Shell:- No. 4 plate of J stroke removed + two frames in way fained in place.

In way of No. 4 Hatch-port:- one shell plate of L stroke removed + one plate above + one below same fained in place; one frame + one stringer plate in way fained in place.

Starboard Bow:- No. 3 + 4 plates of H stroke off, fained + refitted; three frames cut + part removed + one frame fained in place; plates + angles of side stringer in way off, fained + refitted. All new + repaired work recoated.

D. M. Curran. #