

(Received at London Office 26 JUN 1925)

No. 16305

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13th June 1925 When handed in at Local Office 15th June 1925 Port of WEST HARTLEPOOLNo. in Survey held at WEST HARTLEPOOL Date, First Survey 24th April Last Survey 8th June 1925
Reg. Book. (No. of Visits) 16

75748 on the Wood, Iron or Steel S.S. "LIMA" Master ✓

TONNAGE:— Built at WEST HARTLEPOOL By whom Furness, Withy & Co. Ltd. When 1907-
GROSS See 1st Entry Owners Benouande & Co. Port belonging to Lisbon.

UNDER DE. Report: Owners' Address Lisbon

NET (if not already recorded in Appendix to Register Book.) Middleton Destined Voyage Lisbon

Surveyed Afloat or in Dry Dock? Yes Name of Dock Middleton Destined Voyage Lisbon

W.B.=Cell D B or D B a feet; u E & 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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.
100 A.1.
(contemplated)
Machinery and Boiler Surveys (including date of N.B., if any).
Society's Freeboard (if assigned) as 5 ft. 2 ins.
painted on Ship and now verified

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° 3 for Classification +

damage stated to have been sustained through (1) striking rock when leaving Velas Azores on 29th June 1924, + (2) cause not stated.

Now done for S. S. N° 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 cleaned + 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. Marks (wedges removed), spars + general equipment examined (see certifi.). Cables ranged. (Contd.)

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	8	243 P ^t	✓	11 + 29 P ^t	✓	✓	✓	TANK INTERCOSTALS; RUBBING
Removed and Faired or Repaired	15	17 + 24 P ^t	✓	8 P ^t	✓	✓	✓	BAR ETC. REPAIRED.
Faired or Repaired in place	6	26	✓	12	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Good	Yes, Good	Good	(State if on Felt.)
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	When put on, Month
Waterways	Yes	Coal Bunkers, Open'gs, Lids, &c.	✓
Coamings	Bulkheads	Scuppers	Boats
Beams & Fastenings	Ceiling	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Hatches	Condition, how ascertained
Caulking of ditto	Rudder	Planking of Wood Vessels	(State if wedges removed)
Rivets	Steering gear and its connections	Caulking	Sails
Breasthooks & Crutches	Windlass	Treenails	Equipment letter
Transoms	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
Frames	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	length 270 fathoms size 2 1/2 - 2
Floors	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	Rule length 270 fathoms size 2 1/16
Keelsons		Stringers, Clamps & Shells ditto	Hawser & Warps
Stringers		Saltg ditto	Standing & Running Rigging
Inner Bottom Plating		(State if examined.)	

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 100 A.1. and to have record of survey 6,25. + the notation of S. S. Hpl. N° 3 - 6,25.

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

Committee's Minute TUES. 30 JUN 1925

Character Assigned see minute on T.B. report.

Surveyor to Lloyd's Register of Shipping.

D. M. Anslem.

J. E. Sowden.

Lloyd's Register Foundation

S. S. "LIMA"

Hatches examined in position. Steering gear, chains & connections examined. W. T. doors & fire pump examined under working conditions. Ventilators, air & sounding pipes & shell plating under light 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 gear & 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, 42: one lower 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 1st Entry Rep. for particulars).

Shell: No. 1 plate of D. strike 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 & pinches 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. strike - No. 10, 11, 12, 13 & 14 renewed; No. 7, 8 & 9 off, failed & refitted & No. 6 & 15 failed in place. C. strike: - 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. side: - 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.

(3)

Pa.

of

WEST HARTLEPOOL

Continuation of Report No. 16305 dated 15. 6. 95. on the

S. S. "LIMA"

Intercostals (starb'd) :- from N^o. 30 to N^o. 40 floor, ten plates out, faired & refitted.

In way of cropped floors, new continuous intercostal plates were fitted viz :- from N^o. 40 to 44 floor; from N^o. 45 to 53 floor; from N^o. 53 to 63 floor; from N^o. 69 to 72 floor; from N^o. 73 to 77 & 78 & 79 floor; from N^o. 89 to 96 floor, & from N^o. 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 N^o. 2 Damage :-

Port Bow :- N^o. from fore :- Shell :- N^o. 4 plate of J strake renewed & two frames in way faired in place.

In way of N^o. 4 Hatch-port :- one shell plate of L strake renewed & one plate above & one below same faired in place; one frame & one stringer plate in way faired in place.

Starb'd Bow :- N^o. 3 & 4 plates of H strake off, faired & refitted; three frames cut & part renewed & one frame faired in place; plates & angles of side stringer in way off, faired & refitted. All new & repaired work recoated.

D. M^c Anolau. #



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