

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

16 JUN 1925

Date of writing Report 9th June 1925 When handed in at Local Office 15 June 1925 Port of WEST HARTLEPOOL

No. in Survey held at Hartlepool Date, First Survey 23 April Last Survey 8 June 1925

eg. Book. 15748 on the Machinery of the Wood, Iron or Steel S.S. "LIMA" (No. of Visits 26)

Gross 3901 Vessel built at Hartlepool By whom Furness Withy & Co. Ltd When 1907

Net 2311 Engines made at Hartlepool By whom Richardson Westgarth When 1907

Registered 494 Boilers, when made (Main) 1907 (Donkey) ☒

orse Power 3 Owners Bensaude & Co. Port Lisbon Voyage

o. of Main Boilers 3 If Surveyed Afloat ☒ or in Dry Dock Middleton Dock Harbour

o. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

eam Pressure 200

in Main Boilers 200

in Donkey Boilers 200

Last Report No. Port Classing

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and serially 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

Do. " Donkey " " " " yes

If this was not done, state for what reasons? yes

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

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 205 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler?

Has 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 Is the shaft now fitted new? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 6"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

With a view to the vessels Classification survey held and repairs effected as follows.

Examined the cylinders, pistons and valves, the crank, thrust tunnel and tail shafts, the condenser, the air circulating feed, bilge and donkey pumps and pumping connections, sea connections and discharge valves, the propeller, stern bush and outside fastenings. Examined the main boilers inside and outside with their safety valves and mountings and steam pipes. Examined the windlass and steam steering gear. In the L.P. piston 18 springs have been renewed. The crank shaft lifted, no 495 main bearings bottom halves P.T.O.

General Observations, Opinion, and Recommendation:— This vessels machinery (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, or L.M.C. 9,11, 140 lb., F.D., &c.) is now in good and safe working condition and eligible to have notation LMC 6.25, and tail shaft seen 6.25.

Survey Fee (per Section 28) £ 7.5 Fees applied for 19

Special Damage or Repair Fee (if any) £ 0 Received by me, 19

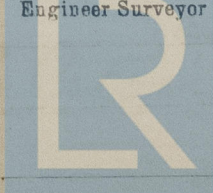
Travelling Expenses (if chargeable) £ 0

Committee's Minute TUES. 30 JUN 1925

Assigned L.M.C. 6.25

F.D. C.L.

R.D. Shilston
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

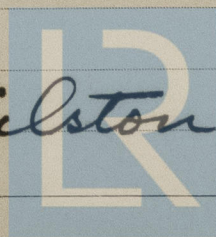
Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

S. S. LIMA.

remetalled, and others lined up as necessary.
No 6 main bearing top half remetalled.
L.P. crank pin bearing both halves remetalled.
M.P. & L.P. ahead eccentric straps remetalled.
Both bearings in thrust block remetalled.
One thrust shoe remetalled ahead side.
Alignment of shafting adjusted throughout.
The condenser tubes drawn, cleaned, and replaced.
Forward tube plate rejoined.
The circulating pump casting renewed, with liner.
Both bilge pump chambers and valve chests
complete renewed. Holding down bolts overhauled.
The Weirs feed pumps overhauled and put in
order, one cylinder sent to shop and bored.
The general service pump overhauled and put in
order, cylinders and pump chambers bored, and
rings renewed.
A new ballast donkey pump direct suction fitted,
with mud box and tail pipe.
The valve and seat renewed in the ballast donkey
ship's side discharge valve.
The steel main steam pipes removed, examined
and tested to 600 lb. hydraulic pressure.
In the forward boiler the three furnaces renewed,
and all plain tubes renewed, and on
completion the boiler tested to 300 lb. hydraulic
pressure and found tight and satisfactory.
In the two after boilers all plain tubes renewed.
All water gauge mountings renewed, including
valves on boilers. The blow down valves complete
renewed on all boilers.
Seats renewed in main and auxiliary stop
valves of forward boiler and safety valves of
port boiler.
All other mountings put in order.
The engines, boilers and auxiliaries examined
under steam, and safety valves adjusted to
working pressure.
The steam steering gear control valve liner and
rings renewed and the gear examined under
steam.

R.D. Shilston.



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