

# 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  
(No. of Visits 26)

15748 on the Machinery of the Wood, Iron or Steel S.S. "LIMA"

Tonnage { 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 Horse Power 497 Boilers, when made (Main) 1907 (Donkey)   
No. of Main Boilers 3 Owners Ensande Ho. Port Lisbon Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Middleton Dock Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.  Port Classing  
Particulars of Examination and Repairs (if any) LMC

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 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 " " " "

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?

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? none, 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?  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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5"

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 vessel's 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.

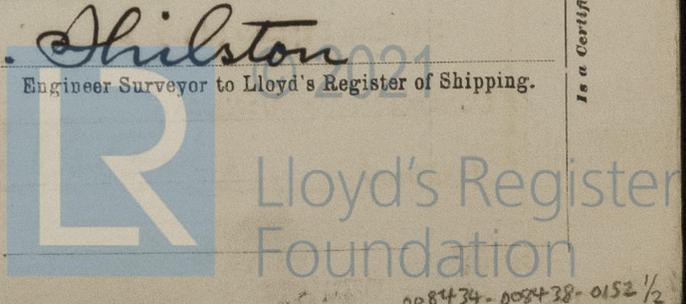
The crank shaft lifted, no 495 main bearings bottom halves PTO

General Observations, Opinion, and Recommendation: This vessel's machinery

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) £ See F.D. Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 28.) £ Repair Received by me, 19  
Travelling Expenses (if chargeable) £

Committee's Minute TUES. 30 JUN 1925  
Assigned LMC 6.25  
F.D. C.L.



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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