

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

Date 20<sup>th</sup> Feb. 1942 (Received at London Office 23 FEB 1942)

1. Date of writing Report 20<sup>th</sup> Feb. 1942 When handed in at Local Office 20<sup>th</sup> Feb. 1942 Port of BELFAST

2. Reg. in Book 513 Survey held at Belfast Date First Survey 30<sup>th</sup> Jan Last Survey 14<sup>th</sup> Feb. 1942  
(No. of Visits 5)

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

Age } Gross 5719 Vessel built at Yokohama By whom Uchida D.B. Co. When 1920-4  
Net 3379 Engines made at Tokio By whom Ischikawajima Co. When 1920

Nominal Horse Power 513 Boilers, when made (Main) 1920 (Donkey) -

No. of Main Boilers 3 Owners C.N. Pateras Owners' Address Piraeus Voyage -  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers - Port Piraeus Voyage -

Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Both - Thompson Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Damage

(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. Not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons Boilers not prepared for survey. Attention was drawn to overdue examination.

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 - Present condition of funnel(s) -

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

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? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? See Below 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 2.42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewound

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Good fit

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

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

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

Now done for damage stated due to heavy weather in the North Atlantic whilst outward bound in Jan. 1942.

Vessel placed in dry dock. The propeller nut was found missing from the end of the screwshaft. The screwshaft was drawn for examination. Some small cracks were found at the forward end of the keyway in cone. These were explored, however, and not found of significant extent and apparently of long standing. It is not considered they impair the efficiency of the shaft.

It was noted the liner on this shaft has been shrunk on in two lengths with a stepped joint not fused together, as a

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 L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now seen, is in good condition and eligible in my opinion to remain as classed with fixed record of screw shaft seen 2,42, the record of M.S. 2,42 being deferred until completion. Subject to stopper stay tubes in P. & S. boilers being renewed at first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for 21.2.1942

Special Damage or Repair Fee (if any) (per Section 29.) £ 5:5:-

Travelling expenses (if chargeable) £ : : Received by me, John McAfee

Committee's Minute TUE 17 MAR 1942

Assigned As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W101-0044



Apr 9 No 13179

"feeler" could be inserted for about half the thickness of the liner all round. Injection holes were tapped into the liner on either side of this joint and efforts made to force in red lead putty but the liner was apparently bearing tight all round as no putty could be entered.

The lower half of stern bush was rewooded, a new propeller nut made and all refitted. The four aftermost tunnel bearings were re-aligned.

A knock was reported about the L.P. cylinder. The cylinder, piston and valve were opened and examined and the cotter pin securing the valve to the spindle found slack. A new pin was fitted.

The L.P. bottom end and L.P. ahead guide face were re-metalled. The L.P. top end bearings were adjusted.

Wear and tear repairs: The general service pump ship's side suction valve spindle was renewed. The main engine steam impulse valves were overhauled.

Several corroded bilge and ballast pipes were renewed.

M.S. It is noted this survey has been commenced

and it may be added that the L.P. cylinder, piston, slide valve and bottom end have now been examined and found in good condition. All the Rule requirements remain to complete this survey with the exception of

the above items and the Condenser and sea connections.

J. W. C.

No. 2 and 1041 partly held.

Minor repairs.

It is submitted that this vessel WILL BE eligible for the record, H.M.S. No. 242 on completion of repairs.

and 242 now.

Repaired to be done.

on return to U.K. from

Canada. Submitted for

for approval.

NEW SHAFTE FITTED WITH COINTEG OL

Seels Cr.

W. J. C.

6/2/42



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