

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

(Received at London Office)

25 OCT 1943

Date of writing Report 28/4/1943 When handed in at Local Office 28/4/1943 Port of Sydney, N.S.W.No. in Reg. Book 1155 Survey held at Sydney, N.S.W. Date, First Survey 23/11/42 Last Survey 22/4/1943 (No. of Visits 12)on the Machinery of the ~~Wood, Iron or Steel~~ T.S.M.S. "LIMERICK"Tonnage Gross 8724 Net 5479 Vessel built at Port Glasgow By whom M. Hamilton & Co. When 1925-7Nominal Horse Power 1495 Engines made at Glasgow By whom J. Brown & Co. When 1925No. of Main Boilers ✓ Boilers, when made (Main) ✓ Owners' Address (Donkey) 1925No. of Donkey Boilers 2 Managers Union S. Co. of N.Z. & A. Owners' Address (if not already recorded in Appendix to Register Book.)Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Woolwich Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Donkey Boilers 180 lb. (State name of Dock.) and afloat.Last Report No. PortParticulars of Examination and Repairs (if any) Port C.S. and 1st S.S. + 100 H

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? ✓" " 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? ✓State latest date of internal examination of each boiler Star. Donkey Boiler 26/2/43 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? 180 lbs.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 screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓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 ✓ State the distance between lignum vitae or ✓ of stern bush and top of after bearing of screw shaft 1 1/4" S. 1/4"Is electric light and power fitted? ✓

Engine parts, when referred to by numbers, should be counted from forward.

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 as far as can be ascertained,all parts have been examined within the last few years except the examinationand testing of the steam pipes.Now done: - The vessel placed in dry dock, fuel tanks, water ends of steam bushesand fastenings examined and found in good condition. All sea connectionsopened out, examined, found good.The following parts found out, examined and found as new placed ingood condition: - Port Main Engine: - 1:1 cylinders, cross, valves, pistons, pistonsrod, cross head and top end bearings. (Cylinders jacket found cracked - now renewed)1:4 cylinders, cross, valves, pistons and pistons rod (cylinders cross found cracked -now renewed. 1:5 cylinders, cross, valves, pistons and pistons rod. (Continued)

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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as far as seen, is now in good condition, eligiblein my opinion to remain as classed, with record of Donkey Boiler Survey4-43 and 1:4 M.C. C.S. (with state) noted in the Register Book when thesurveys have been completed.Survey Fee (per Section 29) £ 27:13:0 Fees applied for 24/4/1943Special Damage or Repair Fee (if any) £ Received by me, ✓Travelling expenses (if chargeable) £Committee's Minute FRI. 29 OCT 1943Assigned Referred for Comp. S.S.Jas. C. E. Skene
Engineer Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register

Foundation

W1197-0014 1/2

MACHINERY OF THE T. S. M. S. "LILY" 1915

(cylinders lined found new - new renewed). Forward and after air compressors cylinders, covers, valves, pistons, connecting rods, top and bottom end bearings, crank pins and journals. Dependent lubricating oil, crosshead lubricating oil and bilge pumps. Injurious air receiver.

Starboard Main Engine:- No. 4 cylinders, covers, valves, pistons, piston rod, crosshead and top end bearings (cylinders jacket found cracked - new renewed). No. 6 cylinders, covers, valves, pistons and piston rod (cylinders lined found new - new renewed). Forward and after air compressors cylinders, covers, valves, pistons, connecting rods, top and bottom end bearings, crank pins and journals. Dependent lubricating oil, crosshead lubricating oil, and bilge pumps.

The water and distance piece in steam condenser, and piston cooling water master valve new renewed. (See Fremantle Certificate dated 24/8/42).

Inboard jacket cooling water pump, fuel oil transfer pumps and port sewage turbo blower completely opened out.

Port inboard and port outboard starting air receivers opened out and examined internally and externally with mountings.

Port Donkey Boiler Bury. The starboard donkey boiler opened out, cleaned, examined internally and externally with mountings and found in good condition, afterwards examined under steam and the safety valves adjusted to 180 lbs. per square inch. The oil burning installation examined under

working conditions, valves, pipes and deck control gear examined, found in order and in good condition.

Electric Installation. The fittings and fuses on main and sub-distribution switch boards and boxes, and electric cables as far as practicable, examined. A megger test made on the

generators, all motors driving essential auxiliary machinery, and each section of the system of conduits and the insulation resistance found satisfactory. The installation examined under

working conditions, and found in good order.

J. A. C. Smith

LS No 1 due 3/42 C.S. advanced

OB due 2/43 Held partly, now.

Some *expendu parlati*, covers *plumis*
removed & more repairs effected

It is submitted that this
book WILL BE eligible
for the record. OB 4/43 when
part-due, books has been examined

HR

26.10.43



© 2020

Lloyd's Register
Foundation