

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4. 4. 1947 When handed in at Local Office 19

Port of LISBON

No. in
Reg. Book.

Survey held at LISBON

Date, First Survey 6-3-46 Last Survey 3-4-1947
(No. of Visits 66)

on the Wood, Iron or Steel

S.S. "LIMA"

YEAR. MONTH.

TONNAGE:

Built at W. Hartlepool

By whom Furness, Withy & Co. Ltd.

When 1907

GROSS 4056 3884

Owners Empresa Insulana de Navegação. Owners' Address

UNDER DK. 3070

Managers Bensaude & Co.

(if not already recorded in Appendix to Register Book).

Port belonging to Lisbon.

NET 3470 2376

Surveyed Afloat or in Dry Dock? Both Name of Dock No. 1 DD.

Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

Only alterations in the existing records of tanks should be inserted.

N. B. — All alterations in the existing records should be underlined.

Last Report, No. 4133. Port Lis.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N. B., if any).
100A1	LMC
1,46	MS12,41
SS. Lis. No. 3-6,37	BS8,43
SS. Lis. No. 1-41	TS3,43
	CL

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined —

Society's Freeboard (if assigned) as painted on Ship and now verified 14 34 m/m

Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. (Dr) ALTERATIONS AND REPAIRS.

Now done:— Vessel placed in drydock. Bottom and rudder, cleaned, examined and recoated. Rudder lifted and rebushed.

All holds, Tween decks, machinery and peak spaces cleared, all close and spar ceiling and bilge limbers etc. removed, steelwork scaled throughout found in good order or repaired as under and ceiling and limbers replaced with part new.

Plating in way of sidelights examined. Shell plating drilled as per Rule and thicknesses are as given below.

Cement fillings and cement in bilges removed throughout, steelwork repaired as necessary in way and cement replaced. Double bottom and peak tanks examined internally and tested as per Rule.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Paired or Repaired ...								
Paired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y. M. (State if on Felt.)	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	— Year —
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Vards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	Ashore
" in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	—
Frames	"	Have pumps been examined and found efficient?	yes	Planking	—	Anchors, No. of	3B 1S 1K
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking	—	Cables (State if now ranged)	yes
Longitudinals	—	Have Watertight Doors been examined and found efficient?	yes	Treenails	—	> length 270 mean diamr. 2 1/8	
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	—	> Rule length 270 size 2 8	
Floors	good	Have the Tanks been examined internally?	yes	Transoms, Pointers & Crutches	—	Chain Locker	good
Keelsons	"	Have the Tanks been tested?	yes	Timbers of Frame at opening	—	Hawsers & Warps	"
Stringers	"	Air and Sounding Pipes	good	> > at other places	—	Standing and Running Rigging	"
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	good	Siringers, Clamps & Shelves	—	Sails	—
				Saling	—		
				(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 classed in the Register Book without fresh record of Survey, or to remain as classed and to have record of survey, 1,58, or to remain as classed and to have record of survey, 1,58, and the notations of ss No. 1-58.

This vessel is eligible in our opinion to remain as classed with fresh record of survey 4-47 and to have the notation of S.S. (Dr) 4-47

Survey Fee (per Section 29)	SS. 1.125	Esc.	9.200 \$00	Fees applied for,	4. 4. 1947
Special Damage or Repair Fee (if any) (per Sec. 29)		Esc.	10.000 \$00	Received by me,	19
Travelling Expenses (if chargeable)		Esc.	1.300 \$00		
Second Surveyor's Fee (if any)					

Committee's Minute

WED. 14 MAY 1947

Character Assigned

4.47 Lis without spl. chr. (L & M)

S.S. Lis - 4.47 (Dr) LMC 4.47

S. 7.46

Fitted for oil fuel 4.47 FP above 150°

CERTIFICATE WRITTEN

008434-008438-0104 1/4

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

SHELL DRILLINGS IN 1/40 THS. OF AN INCH.

STRAKE	AMIDSHIP			FORWARD			AFT.			REMARKS
	ORIGINAL	PORT	STARBOARD	ORIGINAL	PORT	STARBOARD	ORIGINAL	PORT	STARBOARD	
BRIDGE SHEER STRAKE	18 ²⁰	18	18	15	15	15	15	17	15	
STRAKE BELOW	18	18	18	15	16	16	15	14	14	
SHEER STRAKE	34	39	38	21	25	24	21	24	24	
1st. STRAKE BELOW	24	22	22	36	22	24	19	19	21	
2nd. " " "	"	25	22	"	33	31	"	20	18	
3rd. " " "	"	31	31	"	36	33	"	16	24	
4th. " " "	"	24	25	"	35	36	"	20	21	
5th. " " "	"	28	28	"	31	31	"	18	20	
6th. " " "	"	27	28	"	35	34	"	19	24	
7th. " " "	"	"	"	"	35	35	"	19	22	
8th. " " "	"	"	"	"	28	31	"	20	21	
9th. " " "	"	"	"	"	28	27	"	21	20	

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		Weight Required by Rule.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1st Bower..												
2nd >												
3rd >												
Collective Weight....												
Steam.....												
Kedge.....												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
5677	135	2 1/2	1138	1593	327-2-15	323.3.0			E.W. Forged Stud link	North British E.W. Co. Ltd.	26.9.46 Glasgow L.L. Wright
Iron Steam Chain or Steel Wire...											

S/S: "LIMA".

Decks, hatch and ventilator coamings, masts and rigging, windlass, hand pumps, air and sounding pipes and anchors examined. Chain cables ranged, chain locker scaled and examined, repaired as under and cables replaced with 9 new lengths as recorded below.

Hatch covers, supports, tarpaulins, cleats and battering arrangements examined. Steering engine & gear and auxiliary steering gear examined. Sounding plates found or fitted under all sounding pipes.

Amended freeboards verified and new markings cut in on vessel's sides.

Note:— In Nos. 1, 2 & 3 Holds considerable stone ballast was previously carried. This has now been removed and after repairs, scaling and coating in way, has been replaced by pig iron ballast.

Alterations

Carrying Oil Fuel

Nos. 2, 3 & 4 D.B. tanks have been arranged for carrying oil fuel or ballast. A coffer-dam of one frame space had been fitted between No. 4 & 5 DB. tanks.

14 cylindrical storage tanks have been fitted in the boiler room in way of side bunkers. The tanks are firmly secured in the vessel and efficient ties and chocks are fitted against rolling and collision.

The arrangements of the suction filling, air and sounding pipes are in accordance with the approved plans dated 6.2.46 and 26.2.46 and the cylindrical tanks are in accordance with the plan approved 6-2-46. The whole of the installation tested by water pressure as per Rule.

The tween deck bunker spaces have been converted to extra accommodation for stewards and passengers. The openings in the deck to the lower bunkers have been closed by riveted plates. The coal chute openings in the ships side above the upper deck have been permanently closed with riveted plates and the chute plating removed.

The upper deck in way of bridge space.

Wood sheathing, except in the working alley way port side, has now been removed for repairs to deck and has not been replaced. Composition has been substituted.

Deck house in way of foremast.

A strong steel deck house forming companion way to tween deck now fitted between No. 2 & 3 Hatches enclosing foremast. One opening each side with steel hinged water-tight doors having 18" sill.

The top of the deck house forms a winch platform

Repairs Wear & Tear.

Shell Plating starboard side.

G1, E1, E3, G1, G2, G3, H10, J10, K6, K7, K8, K9, K10, and L 13 renewed.

One forecastle side plate cropped and part renewed.

S.S. "LIMA"Shell Plating Port Side.

C1, E1, E2, G1, G2, G3, H10, H11, J10, K5, K6, K7, K8, K9, L 5 & L 13 renewed.

Decks.

Forecastle All deck and stringer plating renewed.

Upper Deck Fore well wood sheathing renewed.

In fore space 4 stringer and 6 deck plates renewed.

In bridge space 3 stringer plates doubled. Coal shutes removed and original doubling plate round openings removed, and solid plates fitted. 23 deck plates between casings

and ships sides renewed and 8 deck plates between openings renewed.

On after well deck each side stringer plate badly wasted in gutterway, stringer plate cropped fore and aft and outer portion renewed with new seam. Gutterway angle and all wood sheathing renewed.

2nd. or Main Deck.

10 Deck plates forward of No.1 Hatch renewed. 3 deck plates adjoining No.1 Hatch, cropped and part renewed

8 Deck plates between No.3 Hatch and BR.casing renewed and 10 coaling openings in way closed by riveted steel plates.

5 Deck plates between BR & ER Casing renewed

5 deck plates aft of No.5 Hatch in way of refrigerated domestic chambers renewed.

Fore peak

2 side stringer plates and shell lugs renewed

Chain locker.

2 frames and 2 side stringer brackets renewed

4 stiffeners renewed of after bulkhead

Nos.1 Hold.

Forward bulkhead plating and shell angles renewed.

No.2 Hold

10 Margin brackets renewed.

Forward bulkhead plating at bottom renewed

Several frames reinforced at lower tween deck level.

No.3 Hold

Margin brackets renewed port and starboard

Frames p. & s. fitted with reverse bars from above lower tween deck to bilge.

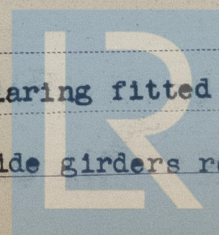
Boiler Room.

All frames each side cropped at 2nd. deck and lower portions renewed. New beam knees fitted with extension forming strap for welded butts of frames at crops.

10 Margin brackets renewed.

Side bunker bulkheads removed and deck girder with pillaring fitted each side

No.4 D.B. tank in way - tank top plating, floors, and side girders renewed.



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S/S. "LIMA"

Centre girder doubled.

All floor angles to centre and side girders and reverse frames renewed. Boiler stools removed and replaced with part new as necessary.

3 Beams to 2nd. deck at forward end renewed

Engine Room

6 Frames cropped and part renewed

6 Margin brackets renewed.

2 pump seatings renewed

No. 4 Hold

3 Frames cropped and part renewed

15 margin brackets renewed

Forward bulkhead plating cropped and part renewed

No. 5 Hold.

10 Margin brackets and one tank top plate renewed.

Forward bulkhead bilge plate p. & s. renewed

General.

Masts removed from vessel, thoroughly scaled, repaired as necessary and replaced.

Doublings fitted at upper deck and deck doubling in way fitted and welded to mast doublings. Wedges not refitted.

Rigging renewed and all warwick screws and shackles etc. overhauled and renewed as necessary.

Derrick posts removed, scaled, repaired and replaced.

Vent coamings on forecastle deck renewed

Galley skylight on forecastle renewed

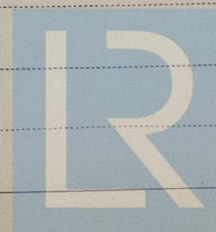
E & B Room casing top plating renewed

B.R. Ventilator coamings renewed

All hatch beams and rest bars repaired as necessary

Wood hatch covers and tarpaulins renewed throughout.

Ammon



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