

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

(Received at London Office TUE MAY 4 1920)

Date of writing Report 21st April 1920 When handed in at Local Office 19 Port of L I S B O N

No. in Survey held at L I S B O N Date, First Survey 25th March Last Survey 17th April 1920  
(No. of Visits 12)

19200 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. Str. "LIMA" ex "Westerwald" Master Joaquim Sucena  
YEAR. MONTH.

Gross 3901 Vessel built at West Hartlepool By whom Furness Withy & Co. Ltd When 1907  
Net 2390 Engines made at " By whom Westgarth & Co. Ltd. When 1907  
(Donkey)

Registered Horse Power 359 Boilers, when made (Main) 1907 (Donkey)  
No. of Main Boilers ✓ Owners Transportes Maritimos do Estado, Lisbon Voyage Loanda & S. Africa  
No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both: No. 1 Dry Dock  
Steam Pressure in Main Boilers ✓ (State name of Dock.) of Harbour Works  
No. of Donkey Boilers ✓

Last Report No. 1158 Port L I S B O N

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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. 8/3/20 H and 5/4/20 H

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month when surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
"Lis. 9, 1918" 8.19		
SUP. 1 of 25/10/19		
"8.19"		
(See footnotes)		

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

No. " Donkey " " "

What was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? ALL PARTS EXAMINED

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? 14 KILOS

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? YES, and of the Donkey Boiler?

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

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

Screw shaft now been drawn and examined? NO Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? YES or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 7/32"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? COMPLETE

This vessel having docked for cleaning purposes, at the request of Messrs. Transportes Maritimos do Estado and as per Secretary's letters stated above, I proceeded on board on the 25th March and subsequent dates for the purpose of carrying out a general examination of the machinery and beyond opening H. P. cylinders and valve chests together with circulating pump for examination no repairs were needed. I further generally examined principal parts of the main engines together with thrust block tunnel shafting and found all parts to be in efficient order. All the auxiliary machinery is well maintained in good working order and beyond usual examination such as pump suction and discharge valve, etc. no repairs of any kind were required. Bilges were cleaned out together with strums all placed in good order. Port, starboard and forward main boilers have been opened out and I lined same internally and externally and found furnaces, combustion chambers, stays, etc all in order. Furnaces and combustion chambers were examined internally and all parts found to be in condition together with smokeboxes, uptakes and funnels. I especially examined the furnaces

General Observations, Opinion, and Recommendation:— I am therefore of the opinion that this vessel 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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Machinery and boilers are in fit and efficient condition, eligible to remain as at present

Recorded in the Register Book with fresh record of "This vessel which was classed in another Register has now been surveyed by the Surveyors to Lloyd's Register, Lisbon 4, 1920" subject to propeller being withdrawn next time vessel drydocks.

(per Section 28) £ 4 0 0 Fees applied for

Large or Repair Fee (if any) £ 6 0 0

Expenses (if chargeable) £ . . .

Received by me, £10. 0. 0.

Acting Engineer Surveyor to Lloyd's Register of Shipping.

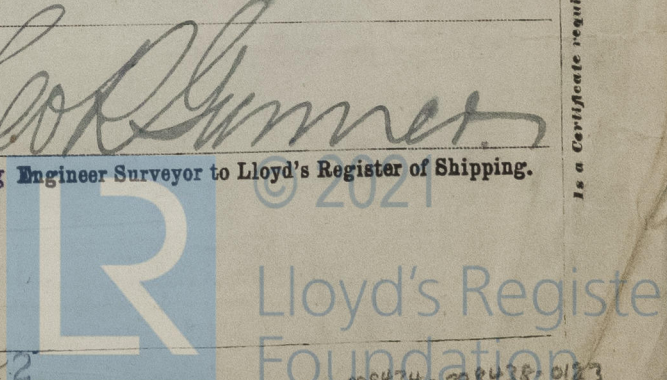
Committee's Minute

TUE MAY 11 1920

See hull rpt attached

FRI MAR 13 1920

FRI MAR 13 1920



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

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



This vessel was built in 1907 belted with  
Germanenke Lloyd.

N.B. - If this Report is copied by Deyling Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side

The hull survey a new report the  
Engines have been generally examined by-  
the screw shaft was not down  
The boilers have also been examined  
Special attention being paid to the  
furnaces of the Starboard Boilers.

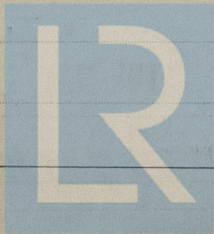
It is submitted  
this vessel is eligible for  
THE RECORD. L154.20 \*

As recommended subject-  
to the screw shaft being  
examined at next dry  
docking

*[Signature]*  
6/6/20

of the starboard boiler and found practically no alteration at all in their condition from when last surveyed. This remark also applies more particularly to the forward boiler and the circular dog stay rings which have proved very effective and these furnaces are also in the same condition as before reported and I consider that no further action need be meanwhile taken with regard to the renewal of these furnaces pending next survey report especially in view of the large amount of work on their vessels Messrs. Transportes Maritimos have in hand at the present moment and for some months ahead. Main stop valves, main feed, together with water gauge mountings were opened out for examination, found to be in good order and re-closed. All boiler manhole doors examined and safety valves subsequently adjusted under steam for working pressure of 14 kilos. Owing to the large number of ships waiting to enter dry dock propeller shaft was not withdrawn on this occasion, Owners specially requesting this may be waived which I consider advisable as shaft was down barely  $7\frac{1}{32}$ " and vessel was only in dock from the evening of the 3rd to the afternoon of the 6th instant.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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