

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

(Received at London Office WED. 27 AUG 1919)

Date of writing Report 18th Aug 1919 When handed in at Local Office 10 Port of LISBON

No. in Reg. Book 19200 Survey held at LISBON Date, First Survey 28th June Last Survey 15th Aug 1919 (No. of Visits 14)

on the Machinery of the ~~Wendy Kronau~~ Steel Se. Str "LIMA" ex "Westerwald" Master Raul Carlos Pinto

Tonnage Gross 3901 Net 2390 Vessel built at West Hartlepool By whom Furness Withy & Co., Ltd When 1907

Registered Horse Power 359 Engines made at West Hartlepool By whom Richardsons Westgarth & Co., Ltd When 1907

No. of Main Boilers Boilers, when made (Main) (Donkey)

No. of Donkey Boilers Owners Transportes Maritimos do Estado Port LISBON Voyage South Africa

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Whilst in No. 1 Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boilers of the Harbour Works & afloat

Last Report No. 1128 Port LISBON

Particulars of Examination and Repairs (if any) CONDITIONAL

(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.)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Annuity now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
G.I. 9.18 Lis. (Supplement 6 dated 19/10/18)		G.I. 9.18 Lis. (Supplement 6, dated 19/10/18)

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? All parts 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? 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?

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

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bare 3/16"

If the 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 I proceeded on board as requested by Messrs. Transportes Maritimos and as per Secretary's letter on the 28th June 1919 and subsequent dates for the purpose of making a general examination of the machinery and as soon as cargo had all been discharged the furnace fronts of the port boiler were removed and preparation made for removing the three furnaces of this boiler together with bottom plate of each combustion chamber also about three rows of tubes above each furnace. This having been effected the opportunity was taken of thoroughly examining internally this boiler and I found all parts to be in good order including stays, combustion chamber plates, tubes, dog stays, main stays, shell plating, riveting, etc. After the three new furnaces had been placed in position, I examined same and found them to be a good fit so they were bolted into position, combustion chamber bottom plates replaced, bolted up, riveted, holes drilled countersunk and all parts subsequently riveted, caulked & etc. All tubes were replaced and expanded and boiler subsequently subjected to a hydrostatic test of 16 kilos and with the exception

General Observations, Opinion, and Recommendation:— I am therefore of the opinion that this vessel's machinery is in fit and efficient condition to have record made in the Register Book that "This vessel which was classed in another Register has now been surveyed by the Surveyors to Lloyd's Register LISBON 8.19 subject to new furnaces being fitted in starboard and forward boilers as soon as such can be obtained also that propeller shaft should be withdrawn next time vessel dry docks.

Survey Fee (per Section 26)	£ 5 0 0	Fees applied for	19	£11.0.0.
Special Damage or Repair Fee (if any) (per Section 26)	£ 6 0 0	Received by me,	19	
Travelling Expenses (if chargeable)	£			

Committee's Minute

Assigned

TUE. 11 MAY. 1920

FRI. 4 MAR. 1921

TUE. 1 NOV. 1921

Acting Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

of one or two slight leaks at the rivets and seams, the workmanship proving good and tight. Furnace front were afterwards replaced and casings resecured & etc. The starboard and forward boilers were also examined internally and externally and found to be in good condition, including all shell plating and riveting, combustion chamber tubes, stays, dog stays, tubes, plates and etc. Furnaces were examined internally together with combustion chambers also furnace fronts, all smoke boxes of all boilers, up-takes and funnel and found to be in good order. In the case of the furnaces, especially forward boiler, may be considered in fair order and the circular dog stay rings that have been fitted have proved very satisfactory and no material alteration has occurred to any of the furnaces in question but it is considered advisable that furnaces of these 2 boilers should be renewed as soon as new ones can be obtained. All boiler mountings have been overhauled and found in good condition and the manhole doors were examined on all boilers and found to be in efficient order. In view of so many vessels waiting to enter dock the propeller shaft was not drawn on this occasion as same was only found to be down barely $3/16$ " and under the circumstances it was considered advisable not to insist upon the shaft being examined on this occasion. The working shaft also the spare shaft have continuous liners. Main engines were adjusted as necessary air and circulating pumps together with all auxiliary pumps opened up for examination and repairs made as necessary and all parts adjusted. I examined tunnel, tunnel shafting and bearings and found same all in good order and subsequent to boilers being reclosed same were filled with fresh water, fire bars replaced, bridges rebuilt and steam raised when safety valves were adjusted for a working pressure of 14 kilos, engines tried under steam together with auxiliaries and all were found to work well and efficiently.

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

Port boiler furnaces renewed.
3 Boilers Examined & Machinery
partly examined.
Have submitted the vessel as
eligible to the second L.S. 8.19.
Subject to the screw shaft
being examined at next dock.
2 new furnaces being
fitted to Starb & Fwd.
Boilers as soon as
obtainable.

JED.
4/9/19



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