

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

(Received at London Office THURSDAY 19 1918)

Date of writing Report 11th Sept. 1918 When handed in at Local Office 19 Port of LISBON

No. in Survey held at LISBON Date, First Survey 9th April Last Survey 4th Sept. 1918
Rep. Book. 563 on the Machinery of the ~~Wood, Brown~~ Steel Sc Steamer "LIMA" ex "WESTERWALDE" Master Carlos Pinto
(No. of Visits 58)

Tonnage Gross 3901 Vessel built at W. Hartlepool By whom Furness Withy & Co Ltd When 1907
Net 2390 Engines made at W. Hartlepool By whom Richardsons Westgarth & Co When 1907
Registered Horse Power 359 Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners Transportes Maritimos do Estado Port LISBON Voyage Africa
No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
Steam Pressure in Main Boilers No 1 Dry Dock of the H.W. precisely as in Register Book & Supplements).
in Donkey Boilers

Last Report No. Port

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 nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time?

If no examination was done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? all parts thoroughly 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 14 Kgs per sq. cm.

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? None, and of the Donkey Boiler?

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

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

Has the shaft been changed? If so, state reasons

Has the shaft been fitted new? Has it a continuous liner? 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? Bare 1/8th

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 at the request of Messrs Transportes Maritimos do Estado I proceeded on board on the 9th April & subsequent dates & found that all machinery had been thoroughly overhauled & opened out for inspection including all cylinders, slide valves, connecting rods & crank shaft bearings & etc which were all found to be in an efficient state; air, circulating pumps, bilge & all auxiliary pumps, have been overhauled, examined & found in good order. Condenser also opened out for examination ferrules tightened as necessary, being subsequently water tested and found tight. Thrust block, tunnel shafting & plummer blocks are all in good order, but propeller shaft has not been drawn inboard on this occasion as vessel was required out of dock & in commission soon as possible & as shaft is only down a bare 1/8" I did not consider it wise to insist on it being withdrawn but recommended that this should be done at the next convenient opportunity. This vessel has 3 main boilers, each with 3 corrugated furnaces, which have been examined internally & externally & are generally in fair condition with the exception of port & centre furnaces of port boiler.

General Observations, Opinion, and Recommendation:— I am therefore of opinion that this vessel's machinery is in good & efficient condition & eligible for record of GL LISBON 9.1918 being made in the Register Book subject to propeller shaft being drawn inboard at the first convenient opportunity at least new furnaces fitted in port boiler as soon as such can be obtained.

Survey Fee (per Section 25) 25 0 0 Fees applied for
Special Damage or Repair Fee (if any) 17 0 0 £.42: 0: 0
(per Section 25.)
Travelling Expenses (if chargeable) Received by me,

Committee's Minute
FRI. SEP 27. 1918
C. L. G. 18

TUE. 1 NOV. 1921
TUE. 1 OCT. 1918
TUE. MAY. 11 1920
Lloyd's Register
Foundation

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

Is a Certificate required? If so, to be sent to Lisbon - this office

