

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 5110

12 JUN 1950

(Received at London Office)

Date of writing Report 6th June 1950 When handed in at Local Office 19 Port of LISBON
 No. in Survey held at LISBON Date. First Survey 26th May Last Survey 2nd June 19 50
 Reg. Book. 22133 on the Machinery of the Wood, brass & Steel S/S "PINHEL" (No. of Visits 4)

Gross 3186 Vessel built at Stockton By whom Ropner & Sons Ltd. Year. Month. 1915 4mo
 Net 1993 Engines made at " " By whom Blair & Co. Ltd. When 1915
 Nominal 301 Boilers, when made (Main) 1915 (Donkey) 1915
 of Main Boilers 2SB Owners Soc. Geral de C.I.T. Owners' Address " "
 of Donkey Boilers - Managers " " (If not already recorded in Appendix to Register Book.)
 Steam Pressure 180 lbs Port Lisbon Voyage " "
 in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both DD. No. 1
 in Donkey Boilers - (State name of Dock.) Afloat Alcantara

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC-44
10-47		BS7-47
SS Lis. 2nd. No. 3-		TS N9-46
3-41		OL
SS Lis. No. 1-44		
LAI D UP PENDING SURVEY		

ist Report No. Port
 Particulars of Examination and Repairs (if any) INTERIM CERTIFICATE

Medical Surveys, when held, must be reported in detail and verbatim 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Is a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO
 " " Donkey " " " AS UNDER

not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

at 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?

the latest date of internal examination of each boiler PORT BOILER 29-5-50

the Surveyor examine the Safety Valves of the Main Boilers? YES Present condition of funnel(s) EFFICIENT
 To what pressure were they afterwards adjusted under steam? 145 LBS

the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES and of the Donkey Boilers? -

the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers? -

the screw shaft now been drawn and examined? NO Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

in bush ROPE GUARD NOT REMOVED Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

the request of the Owners, attended on board for the purpose of examining the machinery with a view to issuing an Interim Certificate to enable the vessel to proceed in tow to a U.K. port in ballast for making up purposes.

done. Vessel placed in dry dock, propeller and all outside fastenings examined.
 Port main boiler examined internally and externally with its safety valves doors and mountings and considered efficient. The boiler pressure was reduced by the Owners representative to 145 lbs per sq. ins. and the safety valves adjusted accordingly.
 Two independent feed pumps were examined under working conditions and found in order.
 The ballast pump was examined under working conditions pumping hold and machinery space bilges and found satisfactory.
 The main shafting locked in position to prevent turning.
 Interim certificate issued please see Hull Report.

ral Observations, Opinion, and Recommendation: The auxiliary machinery of this vessel is efficient in

(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, BS 9.11, BAMS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)
 opinion, for emergency service during the contemplated voyage in tow to a U.K. port

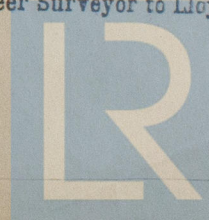
included in the Hull Report.

Fee (per Section 29) £ : : Fees applied for 19
 Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 29.)
 ng expenses (if chargeable) £ : :

ittee's Minute FRI, 30 JUN 1950

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Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation