

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

No. 5110

(Received at London Office

12 JUN 1950)

Date of writing Report 6th June 1950

When handed in at Local Office

Port of LISBON

No. in Survey held at LISBON

Date. First Survey 26th May Last Survey 2nd June 1950

22133 on the Machinery of the ~~Wood, brass or Steel~~ S/S "PINHEL"

(No. of Visits 4)

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

Previous 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 briefly 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

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? NO

Donkey " " AS UNDER

What parts of the Boilers could not be thus 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?

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

Did 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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

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

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

Has 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? -

Has the shaft now fitted been previously used? - Has it a continuous liner? -

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

Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Engine parts, when referred to by numbers, should be counted from forward.

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

At 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.

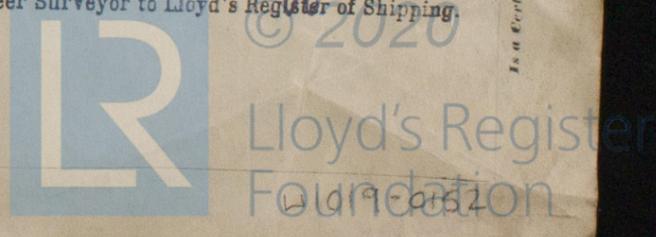
General Observations, Opinion, and Recommendation:— The auxiliary machinery of this vessel is efficient in opinion, for emergency services during the contemplated voyage in tow to a U.K. port

Included in the Hull Report

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

Surveyor's Minute FRI. 30 JUN 1950

W. A. Sargent. Engineer Surveyor to Lloyd's Register of Shipping.



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