

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

(Received at London Office APR 21 1939)

Date of writing Report 15th April 1939 When handed in at Local Office 15th April 1939 Port of Bilbao

No. in Reg. Book 83255 on the Machinery of the ~~Wood, Iron or Steel~~ M.S. "SENATOR" Date, First Survey 14th April Last Survey 14th April 1939 (No. of Visits one)

Tonnage { Gross 6589 Vessel built at Gothenburg By whom Götaverken A/B When 1934-3
Net 4002 Engines made at Gothenburg By whom Götaverken A/B When 1934
Nominal Horse Power 543 Boilers, when made (Main) (Donkey) 1934
No. of Main Boilers 1 Owners Stavanger Tanksederi A/s Owners' Address as recorded (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers Port Stavanger Voyage French
Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)
in Donkey Boilers 150 lbs 2184 106975 Port Göt Lan.

Particulars of Examination and Repairs (if any) S.R.L.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 names 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
- 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?
- " " Donkey " " "
- was not done, state for what reasons?
- 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?
- latest date of internal examination of each boiler Present condition of funnel good
- the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
- the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
- the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , 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? , and of the Donkey Boilers?
- screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
- shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
- the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
- date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft
- Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?
- did the Surveyor examine the generators, motors, switchgear, cables and fuses? Examined the star. fore end steam generator
- 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 S.R.L. Renew HP Cylinder of steam Dynamo engine.
now done: at Captain request proceeded on board in order to examine the low steam HP cylinder fitted in place by the engineers on board, also HP cylinder over + piston rod, obtained from the makers EREADER + Sons Ltd Nottingham 13793/2 same fitted in place in order, also examined under working condition + found satisfactory

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or X.L.M.C. 140 lb., F.D., &c.)
as far as now seen is in a good and efficient condition eligible in my opinion to remain as classed without fresh record of survey.

CHARACTER 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).
100A16,37		LMC 3,34
		TS cl 5-4-35
		8,30
		12-38
		SB8139

Carrying Petroleum in Bulk.

Survey Fee (per Section 29)	£ : 75:15	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ :	19
Travelling expenses (if chargeable)	£ : 5:15	Received by me,
		19

Committee's Minute Assigned Deferred FRI. 28 APR 1939 FRI. 2 JUN 1939 Withdrawn class

A. de Pareis Engineer Surveyor to Lloyd's Register of Shipping.

General Committee Thursday 8th June Lloyd's Register Decision of Classification Committee confirmed

1220-815500-956500

If a Certificate required. If so, to be sent to

10m. 8.38.—Transfer (MADE IN THE SURVEYORS ARE REQUESTED NOT TO WRITE ON THIS PAGE)

