

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 Survey held at Bilbao Date, First Survey 14th April Last Survey 14th April 1939
 Reg. Book 83255 on the Machinery of the ~~Wood, Iron or Steel~~ M.S. "SENATOR" (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 French
 No. of Main Boilers 1 Owners Stavanger Tankseideri A/S Owners' Address as recorded
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Port Stavanger Voyage
 Steam Pressure in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock afloat
 (State name of Dock.)
 in Donkey Boilers 150 lbs 2184 106975 Port Gt Lon.
 Last Report No. 12184 106975

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

(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 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 " " " "

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

the Surveyor examine the Safety Valves of the Main Boiler?

the Surveyor examine the Safety Valves of Donkey Boiler?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

screw shaft now been drawn and examined? no Is it fitted with continuous liner?

shaft now been changed? If so, state reasons

the shaft now fitted been previously used?

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.

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 S.R.L. Renew HP Cylinder of steam Dynamo engine.

now done: at Captain request proceeded on board in order to examine the new 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 XLHC 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.

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

Committee's Minute

Assigned

FRI. 28 APR 1939

FRI. 2 JUN 1939

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

General Committee

Thursday 8th June

Decision of Classification

Committee's Confirmation

As this vessel's class is to be withdrawn as the Pomeri reguen, it is submitted no further action is necessary.

[illegible]

1.9.2

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