

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

(Received at London Office 176 JUL 1942)

Date of writing Report 4<sup>th</sup> July 1942 When handed in at Local Office

Port of LIVERPOOL

No. in Reg. Book. 31973

Survey held at Birkenhead

Date First Survey 18/6/42

Last Survey 24/6/1942

(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel Senta

Tonnage } Gross 3785  
Net 2307

Vessel built at Alameda Cal

By whom Union Iron Works Co

When 9/7 4

Nominal Horse Power 325

Engines made at Alameda

By whom Union Iron Works Co

When 9/7

No. of Main Boilers 258

Boilers, when made (Main) 1917

(Donkey)

No. of Donkey Boilers

Owners Kitz A/S Senta

Owners' Address

When 9/7

Steam Pressure in Main Boilers 10 lb

Managers Ole L Lokke

Port Oslo

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Dry OK

Port Oslo

Voyage

Last Report No.

Port

Particulars of Examination and Repairs (if any) SKG

(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 dates and initials of any letters respecting this case.

In 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?

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

If this was not done, state for what reasons not done.

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

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?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

No

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?

Has shaft now been changed? If so, state reasons.

Has 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?

State 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 18"

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

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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Examined the propeller, all sea cocks & valves, together with their fastenings.

Minor repairs to sea cocks & valves.

Electrical Installation. An additional single cylinder steam driven dynamo (across land) has been installed at this time and examined under working condition. The machine is of the following particulars. Voltage 110 and K.W. 10. The following have also been fitted. The Control panel comprising 0.150 Voltmeter P.T.O.

General Observations, Opinion, and Recommendation:—

(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.S.M.S. 9, 11, & L.M.C. 9, 11, or S.L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey, subject to no being used.

Survey Fee (per Section 29) £ 3.3

Fees applied for 10 JUL 1942

Special Damage or Repair Fee (if any) £ 2.2

Received by me, 19.

Travelling expenses (if chargeable) £

LICENCE CASE COMMITTEE'S Minute

LIVERPOOL

14 JUL 1942

Assigned As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1157-0181



Lenta

- 1 - 0/200 Ammeter.
- 2 - 100 Amp fuses
- 2 - 100 Amp Change over Switches
- Pilot lights fuses And one shunt regulator.
- Also 19/064 V.I.R Cable for supply mains to the maximum demand of the vessel.

RECEIVED

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The following particulars of the machinery of the vessel are given for the purpose of enabling the Registrar to ascertain the nature and extent of the machinery of the vessel and to determine whether the vessel is fitted with machinery of a class or description which is not included in the list of vessels registered in the Register of Shipping.

The machinery of the vessel is of the class of machinery which is not included in the list of vessels registered in the Register of Shipping.

Noted  
24.7.42  
Submitted to the  
CONKEY BOILER  
not being used