

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5-7-1942 When handed in at Local Office 19
 No. in Reg. Book 82134 Survey held at Bulwerhead Date, First Survey 18/6/42 Last Survey 28/6/1942
31973 on the Wood, Iron or Steel SS. SENTA (No. of Visits 8)

TONNAGE:— Built at Alameda By whom Union Iron Works When 1917 - 4
 GROSS 3785 Owners Shibs A/S Senta Owners' Address _____
 UNDER DK. 3458 Managers Ole L. Sobke (If not already recorded, Appendix to Register Book).
 NET 2307 Port belonging to Oslo

Surveyed Afloat or in Dry Dock? Both Name of Dock Cammel Land west Float Destined Voyage _____
 Cell/D/Bor/D/Bo _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

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. Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 9.41 +LMC 9.41
SS. Clo N: 3-2.29 TS. (C) 6.41
SS. Osl N: 2-38

Last Report, No. 5550 Port Mtl
 (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.
Yes - to Supt - not required Was a damage report made by anyone else? if so, by whom? A Nicol & Son 1/6

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & SPECIAL GENERAL EXAMINATION.
DAMAGE stated to have been caused by heavy weather on various dates since last dry docking.
 Vessel placed in dry dock, shell & rudder cleaned, examined & coated. Riveting of B3 plate from forward SS cut out & renewed as necessary. A number of shell units built up electrically. Keel blocks rammed out & reset. Rudder lifted, fastenings overhauled, bottom bush renewed, closing plates removed for access & refitted. Shell landings & riveting overhauled, caulked & elec welded as required. Port bilge keel fractured - elec welded & strap fitted.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								as report
Removed and Faird or Repaired								
Faird or Repaired in place ...								

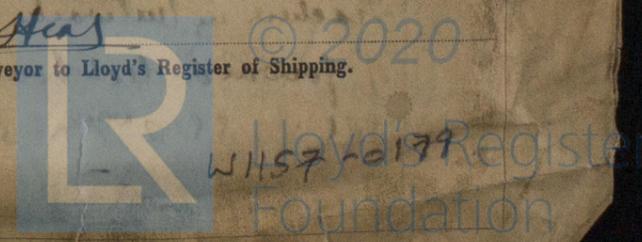
PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Efficient	last exam ² good	Good	Good	(State if on Felt.)		When fitted, Month Year
Caulking of Decks	"	"	"	"			
Coamings	Efficient	"	"	"			
Beams & Fastenings	last exam ² good	Good	Good	Good			
Outside Plating	Good	"	"	Efficient			
" " in way of sidelights	"	"	"	Good			
Frames	last exam ² good	Have pumps been examined and found efficient?	no	Planking			
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking			
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails			
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson			
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches			
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings			
Stringers	last exam ² good			" at other places			
Inner Bottom Plating	"			Stringers, Clamps & Shelves			
Have the Tanks been examined internally?	no			Salting	(State if examined.)		
Have the Tanks been tested?	as aft.						

General Observations, Opinion as to Class, Recommendation, &c. :—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
This vessel so far as now seen is in efficient condition & is eligible in my opinion to remain as classed with fresh record survey Blm 6.42 & notation of Examined 6.42.

Survey Fee (per Section 29) £ 8 : 0 : 0 Fees applied for, 10 JUL 1942
 Special Damage or Repair Fee (if any) £ 5 : 5 : 0
 Travelling Expenses (if chargeable) £ 4 : 8 : 0 Received by me, Alfred Steen
 Second Surveyor's Fee (if any) £ _____
 Committee's Minute _____
 Character Assigned 100A1
note Fitted for oil fuel 4.14 re. Examined 6.42.

If so, is the Report sent now, or when will it be sent?
 If a Surveyor also signs now, or when will it be sent?
 MADE AND PRINTED IN ENGLAND.
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

In Certificate required? If so, to be sent to



REPORT

Date of writing
No. in Reg. Book. 31973
Survey on the

S.S. "SENTA"

2. DAMAGE REPAIRS (cont'd)

Steering leads opened up and examined - chains annealed & tested part renewed.
 Fore peak tank tested, bulkhead caulking overhauled.
 Four hold timbers lifted bilges cleaned, margin bar renewed as necessary & N° 1 D B tank tested.
 After peak tank tested (shell caulking & electric welding).

SPECIAL SURVEY 2nd N° 3 (See Montreal Rpt N° 5473 & correspondence)
 It was not possible to complete the S.S. 2nd N° 3 at this time, there being coal in the bunkers.

Mast wedges removed & mast in way examined & coated
 Rigging examined (efficient for Special General Examination but not for Special Survey period)

SPECIAL GENERAL EXAMINATION carried out at this time.

Vessel placed in dry dock, shell & rudder cleaned, examined & coated.
 General examination made of - holds, tween decks, bunkers (so far as possible) structure under boiler (so far as possible). Peak spaces, A peak spaces, machinery spaces, decks, Casings, ash shoot, vents, hatchways & closing appliances, general equipment, steering gear & windlass.

Tested - fore peak tank, after peak tank & N° 1 D B tank.
 From the examination now made, this vessel is in my opinion in a fit condition to remain as classed for a period of 12 months from date

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

WEAR & TEAR REPAIRS :- New dynamo seating fitted in 8d tank top SS after end, tank top cleaned locally - floor plate lifted & access & relaid.
 Hatch slides, beam endose overhauled to satisfy the requirements of Special General Examination for 12 months (time & available labour would not permit complete repairs & renewal being carried out) Freeing port hinges repaired.
 Fracture in bulwarks etc. welded. Local double fitted to 1 side coaming of forward deck house - a few minor repairs carried out.

SRL: S.S. 2nd N° 3 advanced by the examination master (wedges removed)

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



This Certificate is executed, in whatever form, by the Registrar of Shipping, on the Committee's order.

(Cert. B.) - 20

Survey Fee
Special Fee
Travelling
LICE
Comm
Assign

