

# REPORT OF SURVEY FOR REPAIRS, &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 Liverpool Port of LIVERPOOL

No. in Reg. Book 31973 Survey held at Durkhead Date First Survey 18/6/42 Last Survey 24/6/1942  
on the Machinery of the Wood, Iron or Steel Senta (No. of Visits 5)

Tonnage } Gross 3785 Vessel built at Alameda Cal. By whom Union Iron Works Co When 9/7 4  
          } Net 2307 Engines made at Alameda By whom Union Iron Works Co When 9/7  
Nominal Horse Power 325 Boilers, when made (Main) 1917 (Donkey)  
No. of Main Boilers 2SB Owners Kits A/S Senta Owners' Address Oslo  
No. of Donkey Boilers 1 Managers Ole L Lokke (if not already reported in Appendix to Register Book.)  
Steam Pressure in Main Boilers Boils If Surveyed Afloat or in Dry Dock Dry Dock Port Oslo Voyage ✓  
in Donkey Boilers ✓ (State name of Dock.) Cammel Lands Dy NK

Last Report No. Port  
Particulars of Examination and Repairs (if any) SKG

(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 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? no

Did 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 1/8"

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 & frame together with their fastenings.  
Minor repairs to sea cocks & frame.

Electrical Installation. An additional simple 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. One 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 L.M.C. 140 lb., E.D., &c.)

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 DO not being used.

Survey Fee (per Section 29) £ 3.3  
Special Damage or Repair Fee (if any) (per Section 29.) Electrical 2.2  
Travelling expenses (if chargeable) £ ✓

Fees applied for 10 JUL 1942  
Received by me, 19

S. Barchev  
Engineer Surveyor to Lloyd's Register of Shipping.

LICENCE CASE LIVERPOOL  
Committee's Minute 14 JUL 1942  
Assigned As now subject.

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

The following has been fitted to the vessel in accordance with the requirements of the Rules. The electrical system is a 240 V AC system. The main switch is a 100 Amp change over switch. The fuses are 100 Amp. The ammeter is 0/200. The pilot lights are 240 V AC. The shunt regulator is 240 V AC. The V.I.R. cable is 19/064.

Notes  
 24.7.42

Subject to the  
 DONKEY BOILER  
 not being used