

No. 2503.

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 12/2/51... When handed in at Local Office... 15 July 51... Port of... PENANG.

No. in Survey held at... Penang... Date, First Survey... 19/1/51... Last Survey... 10th Feb. 1951

Reg. Book. 75982 on the ~~Woodhouse~~ Steel Screw Motorship "SENAI" (No. of Visits... 4...)

YEAR... MONTH...

|              |   |                            |                   |                  |            |      |   |
|--------------|---|----------------------------|-------------------|------------------|------------|------|---|
| TONNAGE :-   | Built at  | Hessle                     | By whom           | Henry Scarr Ltd. | When       | 1945 | 6 |
| GROSS 522    | Owners  | Straits Steamship Co. Ltd. |                   | Owners' Address  | -          |      |   |
| UNDER DK 486 | (If not already recorded in Appendix to Register Book). |                            |                   |                  |            |      |   |
| NET 309      | Managers  | -                          | Port belonging to |                  | SINGAPORE. |      |   |

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage Local Trade

Cell D B or D B a \_\_\_\_\_ feet ; u E & B \_\_\_\_\_ feet ; f \_\_\_\_\_ fee }  
 total capacity \_\_\_\_\_ tons. F P T \_\_\_\_\_ tons ; A P T \_\_\_\_\_ tons ; M T \_\_\_\_\_ feet \_\_\_\_\_ tons. }  
 Particulars of Classification (which must be inserted  
 precisely as in Register Book & Supplements)  
 CHARACTER \_\_\_\_\_

*Only alterations in the existing records of tanks should be inserted.*  
**N.B.—All alterations in the existing records should be underlined.**

Last Report, No. 8185 Port Sng.

(Periodical Surveys, when held, must be reported in detail and serialim 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.

**Particulars of Classification** (which must be inserted  
precisely as in Register Book & Supplements)

| CHARACTER. |   | Machinery and Boiler<br>Surveys<br>(Including date of N.B., if any). |
|------------|---|--|
| ✱          | for Special Survey.                               |  |
|            | Date of last Survey and of<br>Periodical Surveys. |  |

BS\* MBS\*

with freeboard 2/49

SS. SNG. 10/49 OG. 8/48

AS. " 10/49

|             |          |
|-------------|----------|
| Elec. weed. | Out Eng. |
|-------------|----------|

Society's Freeboard (if assigned) as } 8 ft. 6½ in  
painted on Ship and now verified }

Was a damage report made by anyone else ? if so, by whom ?

REPAIRS, OR EXAMINATION AS PER RULE, FOR ANNUAL &amp; FREEBOARD SURVEYS AND WEATHER DECK RENEWAL.

At this survey the freeboard deck plating was renewed as shown on the attached drawings and the new plates, welding rods, etc. used were of Lloyd's approved material and the workmanship on new work was satisfactory. A datum line was marked on ship's side from old deck and new deck set up exactly to this mark. The boat deck plating was also renewed as shown.

Nos. 1 & 2 holds & 'tween decks were cleaned out and ceilings & sparring removed, and the steel plating, frames & beams, etc. in these spaces were in good condition. The bilges of these holds were cleaned & washed out and found in good condition. The engine room bilge pumps were used to pump the water from the No. 1 & 2 bilges P & S were found to be working satisfactorily.

Hatchways & their closing & securing appliances, ventilators & other deck openings, engine-room casings & skylight, scuppers & sanitary discharges are in good condition or have been /put

| SUMMARY OF DAMAGE REPAIRS :—    | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :— |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| Renewed ... ..                  |               |         |            |                           |        |                      |             |                |
| Removed and Fair'd or Repaired  |               |         |            |                           |        |                      |             |                |
| Fair'd or Repaired in place ... |               |         |            |                           |        |                      |             |                |

| PRESENT CONDITION OF THE                |      | PRESENT CONDITION OF THE   |      | PRESENT CONDITION OF THE            |      | PRESENT CONDITION OF THE     |                  |
|---|------|--|------|-------------------------------------|------|------------------------------|------------------|
| Decks                                   | Good | Bulkheads  | Good | Engine Room Skylights               | Good | Copper, or Y.M.              |                  |
| Caulking of Decks                       | Good | Ceiling  | Good | Coal Bunkers, Openings, Covers, &c. | -    | (State if on felt.)          |                  |
| Coamings                                | Good | Cement or Asphalt  | -    | Oil Bunkers                         | -    | When fitted, Month           | Year             |
| Beams & Fastenings                      | Good | Rudder   | -    | Scuppers                            | Good | Boats                        | Good             |
| Outside Plating                         | Good | Steering gear and its connections                                      | Good | Cargo Hatchways                     | Good | Masts, Yards, &c.            | Good             |
| " " In way of sidelights                | Good | Windlass   | Good | Hatches                             | Good | Condition, how ascertained   | -                |
| Frames                                  | Good | Have pumps been examined and found efficient?                          | Good | Planking                            |      | (State if wedges removed.)   | 18               |
| Reverse Frames                          | Good | Have Stille Valves been examined and found efficient?                  | Good | Caulking                            |      | Equipment letter             | C 16             |
| Longitudinals                           | Good | Have Watertight Doors been examined and found efficient?               | Good | Treenails                           |      | Anchors, No. of              | 2 B 1 S          |
| Transverses                             | -    | Have Watertight Doors been examined and found efficient?               | Good | Breasthooks & Stemson               |      | Cables (State if now ranged) | Yes              |
| Floors                                  | -    | Have Ventilators and their Coamings been examined and found efficient? | Good | Transoms, Pointers & Crutches       |      | " length 165                 | mean diam. 1 1/2 |
| Keelsons                                | -    | Have Watertight Doors been examined and found efficient?               | Good | Timbers of Frame at openings        |      | (on board.)                  |                  |
| Stringers                               | Good | Have Watertight Doors been examined and found efficient?               | Good | " " at other places                 |      | " Rule length 16 1/2         | size 1 1/8       |
| Inner Bottom Plating                    | Good | Have Watertight Doors been examined and found efficient?               | Good | Stringers, Clamps & Shelves         |      | Chain Locker                 | Good             |
| Have the Tanks been examined internally | No   | Have Watertight Doors been examined and found efficient?               | Good | Salting                             |      | Hawser & Warps               | Good             |
| Have the Tanks been tested?             | No   | Have Watertight Doors been examined and found efficient?               | Good | State if examined.                  |      | Standing and Running Rigging | Good             |
|   |      | Have Watertight Doors been examined and found efficient?               | Good |                                     |      | Sails                        | -                |

*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 *as No. 1-38*.”

The vessel is eligible, in my opinion, to remain as now classed in the Register Book with fresh record of Annual Survey 2/51.

Survey Fee (per Section 29) \$150/- £ 17 : 10 : 0  
including Freeboard Survey

Special Damage or Repair Fee (if any) \_\_\_\_\_ £  
(per Sec. 29)

Travelling Expenses (if chargeable) \$6/-

Second Surveyor's Fee (if any) \_\_\_\_\_

Committee's Minute.

Character Assigned

Fees applld for,  
12/2/19 51

Received by me,  
19

Ag: Surveyor to Lloyd's Register of Shipping.  
P e n a n g.

United with  
THE  
BRITISH  
CORPORATION  
REGISTER.

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009674-009681-0069



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

put in good condition as per Annual Freeboard Report.

The anchors & cables were ranged and one new length of cable as detailed below fitted next to starboard anchor to replace a length under size, otherwise anchors & cables are in good condition.

The certificates for anchor cables were sighted and have been endorsed in the usual way.

The windlass was examined externally and was found in good condition.

Side openings were examined and were found in good condition.

The ship's rigging has been overhauled & examined and a new steel main top mast fitted to replace the existing wooden one which was showing signs of dry rot. The rigging and mast are now in good condition.

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 "            |                   |      |      |                 |      |      |                      |       |      |                         |       |      |                        |         |   |
|                        | Collected 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.                                  | Where and when tested and Superintendent. |
|--|--------------------------|--------|-----------------------|-----------|------------------------|-----------------|---------------------------|-------|--|--|---|
|  | Length.                  | Diam.  | Statutory.            | Breaking. | Supplied.              | Per Rule.       | Length.                   | Diam. |  |  |   |
|  | Fathoms.                 | Ins.   | Tons.                 | Tons.     | Cwts. qrs. lbs.        | Cwts. qrs. lbs. | Fathoms.                  | Ins.  |  |  |   |
| 5214                                   | 15                       | 1 1/8" | 22                    | 34        | 10 3 0                 | 9 2 0           | -                         | -     | Electric welded Forged steel Stud link | North British Electric Welding Co. Ltd. Coalbridge | LPH. Glasgow<br>18/12/45<br>G.G. Wright.  |
| Iron Stream Chain }<br>or Steel Wire } |                          |        |                       |           |                        |                 |                           |       |  |  |   |

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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