

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

(Received at London Office

22 MAR 1951

PENANG.

Date of writing Report 12/2/51

When handed in at Local Office 15th Feb. 1951

Port of

No in Survey held at Penang

Date. First Survey 19/1/51

Last Survey 10th Feb. 1951

(No. of Visits 3)

982 on the Machinery of the ~~Woods~~ Steel Screw Motorship "SENAI"

Gross 522
Net 309
Mineral Oil Power 300

Vessel built at Hessele
Engines made at Glasgow
Boilers, when made (Main) -
Owners Straits Steamship Co. Ltd.

By whom Henry Scarr Ltd.
When 1945 6
By whom British Polar Engines Ltd.
When 1945 6

(Donkey) -
Owners' Address -
(if not already recorded in Appendix to Register Book.)

Main Boilers -
Donkey Boilers -
Main Pressure -
Main Boilers -
Donkey Boilers -

Managers -
If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)

Port SINGAPORE
Voyage Local Trade

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

Table with columns: CHARACTER, Date of last Survey and of Periodical Surveys, Years assigned now expired, Machinery and Boiler Surveys (including date of N.B., if any). Rows include BS*, MBS*, with freeboard, SS.SNG. 10/49, AS. " 10/49.

Report No. Port ANNUAL SURVEY
Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

Where 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.

Has a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

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

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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft OG. 8/48 State the wear down in the

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?

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

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

The main engine was completely opened up for survey & cleaning and the 4 cylinders with their pistons, cylinder heads, valves & valve gear were in good condition.

The connecting rod bearings top & bottom end were or have been put in good condition; a newudgeon pin & bush were fitted to No.2 piston and Nos.1,2,4 & scavenge pump bottom ends were fitted with new bolts as supplied by engine makers. No.3 bottom end bolts were renewed in Singapore before present survey. Top halves of all main bearings removed and bearings & crankshaft found in good condition. Thrust block & intermediate shaft bearing covers removed and bearings & shaft found in good condition.

The main engine scavenge pump was completely opened up as were the main engine driven bilge, water & lubricating oil pumps & with their driving gear were or have been put in good condition.

The starboard auxiliary engine was removed from the vessel & completely overhauled, the cylinder block was found cracked and had been repaired with a copper patch which was satisfactory, the engine was or has been put in good condition. Port & starboard auxiliary air compressors and their

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, BS 9,11, B&MS 9,11, & LMC 9,11 or & LMC 140 lb., ED, &c.)

CS 3,34

The machinery of this vessel is eligible, in my opinion, to remain as now classed in the Register Book with fresh record of survey M.S. 2/51.

Survey Fee (per Section 20) \$100/- £ 11: 13 4

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 12/2/1951

Received by me, 19

Committee's Minute

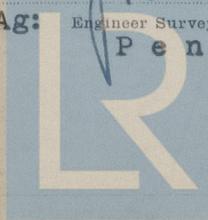
TUES. 24 APR 1951

Assigned

See log 8488



Ag: Engineer Surveyor to Lloyd's Register of Shipping. Penang.



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Intermediate Survey due 2.51 now
held
An auxiliary engine cylinder block
repaired.

It is submitted that this
vessel is eligible for THE
RECORD. M/S 2.51

W.A. 24
13.4.51



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their clutches overhauled and were found in good condition.

Port & starboard auxiliary dynamos were examined externally after having been cleaned and were found in good condition.

The two starting air receivers were opened up & examined internally & externally and were found in good condition together with all valves and fittings. The safety valves were set & seen blowing at 350 lbs/sq " after receivers had been cleaned & refitted.

The fuel storage tanks with their pipes, valves & fittings were examined externally and found in good condition.

The switch board in the engineroom was examined externally and found to be clean, well maintained and in good condition.



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