

STRAITS STEAMSHIP COMPANY LIMITED.

BLE ADDRESS "KAPAL"

EPHONE No. 5021

R REF: JRW:DS

UR REF:

OCEAN BUILDING,
COLLYER QUAY,
SINGAPORE.

P. O. Box No. 596

19th January, 19~~5~~50.

Lloyd's Register of Shipping,
2 Laidlaw Building,
Singapore.

Dear Sirs,

"SENAI"

We refer to your letter dated 11th January 1950, in connection with the above vessel, wherein you quote a paragraph regarding the equipment of this vessel.

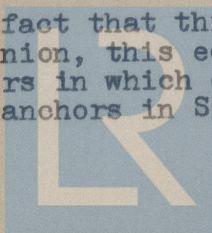
This vessel together with the other fifteen vessels of this class and also the ten "May" class steam vessels of our fleet are, in fact, equipped as taken over from the builders.

The final paragraph of "Equipment Identification" on page 373 of the British Corporation Rules reads as follows :-

" Modification of the tabular equipment may be approved or additions required thereto, where a ship is of special type or intended for a particular service or is without means of propulsion. Where a ship is supplied with equipment which differs from the tabular equipment, the identification of diameter of cables will appear as a fraction thus C $\frac{18}{16}$. "

We presume that identification C $\frac{18}{16}$ means that the vessel's equipment number requires cables $\frac{18}{16}$ " diameter, but the vessel is, in fact, fitted as required for cables $\frac{16}{16}$ " diameter.

Notwithstanding the fact that this may have been a war time measure, in our opinion, this equipment is satisfactory for the sheltered waters in which our vessels trade, particularly as we keep spare anchors in Singapore and Penang to service these vessels.



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Singapore.

- 2 -

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If our interpretation of the factor $C \frac{18}{16}$
in the British Corporation Rules is correct, we request
that this identification be allowed to stand together with
the existing equipment.

Yours faithfully,

STRAITS STEAMSHIP CO., LTD.

J. R. Watson
Suptd. Engineer



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