

26 DEC 1949

Rpt. 8.

B.C. SINGAPORE

(Received at London Office)

29 NOV 1949 No. 7966

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th Oct. 1949 When handed in at Local Office 25th Oct. 1949 Port of SINGAPORE

No. in Survey held at SINGAPORE Date, First Survey 7-10-49 Last Survey 8th October 1949
Reg. Book. 219 (BC) (No. of Visits TWO)

On the ~~Wood~~ ~~Iron~~ ~~Steel~~ Single Screw Steamship "S E N A I"

TONNAGE :- Built at HESSLE By whom HENRY SCARR LTD. When 45 6
GROSS 522 Owners STRAITS STEAMSHIP CO., LTD. Owners' Address
UNDER DK 486 Managers STRAITS STEAMSHIP CO., LTD. SINGAPORE Port belonging to SINGAPORE
NET 309 Albert Drydock,

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Tanjong Pagar, Singapore Destined Voyage East Indian Arch.

ellD Bor DBa feet; uE & B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.

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

ast Report, No. dated 2-3-49 Port Singapore No 2159

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).
B S* (with freeboard) 17-46 8/168	M B S* 6-45 08 8/48
A.S. 11-46 8/168	
Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft. 6 1/2 ins.	

Medical Surveys, when held, must be reported in detail and seriatim 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 placement 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.

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

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

INSURERS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY NO. 1
for details of contributory surveys see report dated 2-3-49

Vessel was placed in Drydock on the 6th October 1949 and the bottom was scraped and cleaned. Before undocking, 1 coat of anti-corrosive, 1 coat of anti-fouling and 1 coat of boot topping positions were applied. Hull plating was in good order, welding of plate seams was made up in various places. Wind & water strakes of plating were in good order. Rudder was in good condition, bottom pintle clearance was measured and found to be 3/64". Anchors & Cables were arranged and found in good order with exception of one 15 fathom length of cable on Port side anchor shackle pin on Starboard side which were renewed at this time. Cables now fitted, 15 fathom lengths and one 7 fathom length (.82 fathoms) 1.1/8" stud link cable Port and Starboard. Bilges & machinery spaces were in sound condition. Upper section of Fore Peak Tank was P.T.O.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
... ..	-	-	-	-	-	-	-	-
... ..	-	-	-	-	-	-	-	-
... ..	-	-	-	-	-	-	-	-

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	Good	Good	(State if on Felt)
Good	Good	Good	When fitted: Month Year
Good	Good	Good	Boats Good
Good	Good	Good	Masts, Yards, &c. Good
Good	Good	Good	Condition, how ascertained (State if wedges removed) Hammer tested
Good	Good	Good	Equipment letter C 15/16
Good	Good	Good	Anchors, No. of Three 9 28 15
Good	Good	Good	Cables (State if now ranged) Ranged
Good	Good	Good	" length 164F. mean diam. 1.1/8"
Good	Good	Good	" Rule length 175 size
Good	Good	Good	Chain Locker Good
Good	Good	Good	Hawsers & Warps Good
Good	Good	Good	Standing and Running Rigging Good
Good	Good	Good	Sails -

Observations, Opinion as to Class, Recommendation, &c. :-
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 the survey, 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, and the notations of ss No. 1-38."
The vessel was in good condition and eligible in my opinion to be retained in Class
Fresh records of surveys B S* (With Freeboard) 10-49, A.S. 10-49 and S.S.No.1
Singapore 10-49.

Survey Fee (per Section 29) S \$ 235: 00 :
Special Damage or Repair Fee (if any) : :
Travelling Expenses (if chargeable) : :
Second Surveyor's Fee (if any) : :
Fees applied for, 17-10-49
Received by me, 19

Committee's Minute note signed
Character Assigned note & write by
10.49 Eng. subject
SS Eng. - 10.49 As. - 10.49
WED. 28 DEC 1949
WED 15 FEB 1950
As not without splund.
Arman Eng.

10m. 1.37. - Transfer Ink. (MADE AND...)

See Memo dated 30-1-50
Singapore Office

N.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.

pressure tested to Rule requirements.

Deck plating was in good order. See also report G11(a) *Smith*

Masts, Rigging and outfit were in good condition.

Windlass was opened up, examined and found in good order.

All scupper and sanitary discharge valves were opened up, examined and replaced in good order.

Chain locker, cable holdfasts and hawse pipes were examined and found in order.

Hand hydraulic steering gear tested and found in order. Emergency steering gear (tiller arm on rudder stock with tackle to after winch) rigged, tested & found in order.

Annual Load Line Survey was also carried out at this time and the following items were examined and found in order:- Exposed on Freeboard deck; Coamings, stays & stiffeners, beams, covers (4 new wood covers supplied) tarpaulins, cleats, battens, lashings, fittings and wedges.

Within superstructures not intact or not protected by class 1 closing appliances:- Coamings, beams, covers (8 new covers supplied) and tarpaulins.

All air pipes, ventilator coamings, machinery casings, doors and fastenings & cargo ports in ship's side were examined together with their closing and fastening arrangements. Side scuttles and deadlights were examined and seven sealing rubbers were renewed. Guard rails were in order. Lifelines and materials were examined and found in order. Load Line Marks were checked and found correct.

No material alterations had taken place to hull or superstructures.

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.			
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
5207	15	1 1/8	22 3/4	34	10-3-21	9-2-21	195	1 1/8	E.W.F.S. S.L.	N.B. Electric Weld Co. Ltd.	GLASGOW 17-12-4	WRIGHT	

Iron Stream Chain or Steel Wire

Smith

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.