

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

(Received at London Office)

9 NOV 1949

Writing Report 15th October 1949 When handed in at Local Office 25th October 1949 Port of SINGAPORE

Survey held at SINGAPORE Date First Survey 7-10-49 Last Survey 10th Oct. 1949 (No. of Visits four)

on the Machinery of ~~the Wood, Iron or Steel~~ Single Screw Motor Vessel "S E N A I"

Gross 522 Vessel built at HESSLE By whom HENRY SCARR LTD. When 45 6

Net 309 Engines made at GLASGOW By whom British Polar Engines Ltd. When 45 6

Boilers, when made (Main) (Donkey) Ltd.

Owners STRAITS STEAMSHIP CO. LTD. Owners' Address

Managers STRAITS STEAMSHIP CO. LTD. Port SINGAPORE Voyage EAST INDIAN ARCH.

If Surveyed Afloat or in Dry Dock Albert Drydock, Tanjong Pagar, Singapore.

Report No. 1-3-49 Port SINGAPORE

Years of Examination and Repairs (if any) SPECIAL NO.1 SURVEY

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs. If any, state the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated at the end of the report. State also the dates and initials of any letters respecting this case.

In 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.

Damage report made by anyone else? If so, by whom?

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

Donkey "

State for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler Present condition of funnel(s)

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? No Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

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

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 5th August 1948 State the wear down in the shaft .034" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now complete

Details of Surveys contributory to No.1 Special Survey see report dated Singapore 1-3-49

Following items of Machinery were opened up, cleaned and examined and found in good order:-

1. Scavenge Pump & Air Compressor complete. M.E. Oil cooler, lubricating oil hand pump, holding bolts, M.E.D. Bilge & General Service Pumps, Port Auxiliary Engine including Air Compressor

General Service Pump, Starboard Auxiliary Engine including air compressor and general service pump (general service pump was replaced with spare reconditioned unit at this time) Two air receivers.

pumping arrangements were examined and found in order. Air receiver safety valves were tested set to lift at a pressure of 350 lbs./sq.inch.

Propeller was in good condition, Propeller shaft bearing clearance was .034"

Sea valves and overboard discharge valves were opened up, cleaned, examined and replaced in order.

Electrical generators were examined and insulation, together with all circuits insulation was tested and found in order, the insulation resistance to earth in all cases being greater than 100,000 OHMS

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, B3 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The Machinery was in good condition and eligible in my opinion to be retained in Class with fresh records of survey in register book M B S* 10-49 and S.S.No.1 Singapore 10-49

Fee (per Section 25) \$260.00 Fees applied for 17-10-1949

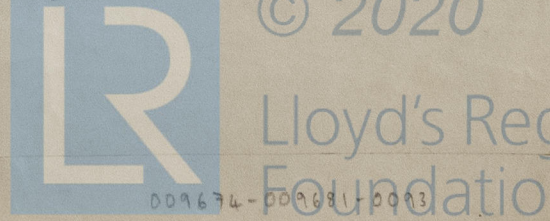
Damage or Repair Fee (if any) Received by me,

Expenses (if chargeable) 19

Committee's Minute WED. 28 DEC 1949

Signed MBS * 2.49

Engine Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to Surveying Singapore Office.