

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 20-8-1949

When handed in at Local Office 1949

Port of Singapore

No. in Reg. Book.

Survey held at

Singapore

Date, First Survey

10-8-49

Last Survey

12-8-

1949

(No. of Visits three)

5620 (B.C.) on the ~~WOODHOCK~~ Steel S.M. "SEDILI"

TONNAGE :-  
GROSS 522  
UNDER DK. 486  
NET 309

Built at Goole

By whom Goole S.B. &amp; R. Co. Ltd.

YEAR.

MONTH.

When 45 7

Owners

Straits Steamship Co. Ltd.

Owners' Address

Ocean Building, Singapore

(If not already recorded in Appendix to Register Book).

Managers

Port belonging to

Singapore

Surveyed Afloat or in Dry Dock?

Dry Dock

Name of Dock No. 2 Drydock

Singapore Harbour Board

Destined Voyage E.I. Archipelago

Cell/Dor/Dba

feet; uE &amp; B.

feet; f

feet

total 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.

Last Report, No.

B.C. Summary dated 11-1-49

Port

Singapore

No. 8147

Periodical Surveys, when held, must be reported in detail and serially 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

Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft. 6 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey No. 1 (Hull).

For particulars of previous Survey contributory to Special Survey No. 1, see Report dated Singapore 14-1-49.

The vessel was drydocked on the 9th August, 1949, and the bottom plating was scraped and cleaned.

Before undocking one coat of anti-corrosive, one coat of anti-fouling, and one coat Boottopping compositions were applied.

Hull plating externally was in good condition generally, and no repairs were required. Welded straps have now been fitted all fore and aft on the Bilge Strake Lower Knuckle.

The Rudder was in good condition, and its pintle clearance was negligible.

Anchors and Cables were ranged, and Shackle Pins backed out. Anchors were placed in order,

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

Decks	Good	Bulkheads	-	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	
Coamings	Good	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month	Year
Beams & Fastenings	Good	Rudder	Good	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	Hammer test
Frames		Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	No Wedges
Reverse Frames		Have Sluice Valves been examined and found efficient?	Not fitted	Caulking		Equipment letter	
Longitudinals		Have Watertight Doors been examined and found efficient?	Not fitted	Treenails		Anchors, No. of	2 Bower & Spare
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Floors		Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 180 f. mean diamr. 1 1/8"	
Keelsons		Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings		(on board.)	
Stringers				" " at other places		" Rule length	size
Inner Bottom Plating				Stringers, Clamps & Shelves		Chain Locker	-
Have the Tanks been examined internally?				Sanding		Hawsers & Warps	Good
Have the Tanks been tested?				State if examined.		Standing and Running Rigging	Good
						Sails	-

## General Observations, Opinion as to Class, Recommendation, &amp;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 ss No. 1-38."

The Vessel was in good condition and eligible in my opinion to be retained in Class with fresh records of Survey BS\* (with Freeboard) 8-49, AS 8-49, and S.S. No. 1 Singapore with date when survey of machinery has been completed.

Survey Fee (per Section 29) S\$205-00

Fees applied for,

Special Damage or Repair Fee (if any)

20-8-1949

Travelling Expenses (if chargeable)

Received by me,

Second Surveyor's Fee (if any)

19

Committee's Minute

FRI. 28 OCT 1949

Character Assigned

Deferred for comp. SS (mach)

but assign 8.49 Ing

Annual Survey 8.49

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

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the ball ends of shanks being built up as necessary, and both Shackle Pins renewed.  
One length of Anchor Cable, Port and Starboard, was found worn below Rule limits,  
and these two lengths were renewed. Cables now fitted, Port and Starboard, = 6 lengths  
(90 fathoms)  $1\frac{1}{8}$ " S.L. Cable

Hawse Pipes were in good condition.

Decks were in good order. See also Rpt. C.11(a).

Masts and Rigging were in good order.

Vessel's outfit was examined generally, and considered to be complete and in  
efficient condition.

The Windlass was in good order.

The Steering Gear (hand hydraulic type) was examined, tested, and found in  
order. The Emergency Steering Gear (tiller arm on rudder stock with blocks and  
tackle to after winch), was rigged, tested, and found in order.

All Scupper and Sanitary Discharge Valves were opened up, examined, and  
replaced in good order.

No Bilge Hand Pumps were fitted.

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 "																
	Collective Weight																
	Stream.....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

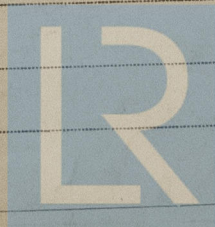
#### CHAIN CABLES.

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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
5212	15	$1\frac{1}{8}$	22 $\frac{3}{4}$	34+	10.3.15	9.2.14			EWFS SL	N.B. Elec. Welding Co. Ltd.	Glasgow 18-12-45
5220	15	$1\frac{1}{8}$	22 $\frac{3}{4}$	34+	10.3.7	9.2.14			EWFS SL	do.	Glasgow 19-12-45
Iron Stream Chain or Steel Wire											

Starbd.  
Port

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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