

REPORT of SURVEY for REPAIRS, &c.

28 MAR 1917

Date of writing Report.

When handed in at Local Office.

Port of

NEWCASTLE ON TYNE

Date, First Survey 22 Jan

(No. of Visits)

Last Survey 16 Mar 1917

No. in Reg. Book.

Survey held at

Hibburn-on-Tyne

Date, First Survey 22 Jan

(No. of Visits)

Last Survey 16 Mar 1917

422

on the Wood, Iron or Steel Sc. S. "Pan Soupe"

Master

YEAR.

MONTH.

TONNAGE:

GROSS 9717

UNDER D.K. 9166

NET 5967

TONNAGE:

Built at Newcastle

By whom Armstrong Whitworth & Co. Ltd. When 1914

9

Owners Eagle Oil Transport Co. Ltd

Port belonging to London

Owners' Address

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

Surveyed Afloat in Dry Dock?

Name of Dock Palme Hibburn-by-Dock Destined Voyage /

WB=Cell DB or DBa feet; uE&B feet; f feet; t feet; total capacity tons. FPT tons; APT tons; MT feet tons.

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

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

CHARACTER.
for Special Survey.
Date of last Survey and of Periodical Surveys.Year
Assigned
new
expireMachinery and Boiler
Surveys
(including date of N.B., if any).

Report, No. 9929 Port Pms

+100ft. shelter 8ft
with platform 5-16

+L.M.C. 9-14

Carrying Petroleum in bulk T 510, 15

Listed for low flash oil fuel 9-14

Society's Freeboard (if assigned) as 12 ft. 8 in. painted on Ship and now verified

Survey, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes, being detailed in the body of the report, should be summarised in the form shown below. Whenever the use of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

ases 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

Yes. Not required Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor (Mr. Dodds).

OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through collision with a steamer in Bristol Channel on 27 December 1916, afterwards taking the ground.

1. Hull placed in Dry Dock. Bottom & Rudder cleaned examined and re-caulked. Rudder lifted & examined

and on pillars dressed up and Lignum Vitae bushes removed. Stem bar removed fairing and replaced.

2. Bulkhead 9m/plate removed. C. stater 9m/plate removed fairing and replaced. E. stater 9m/plate

fairing plate on same removed fairing and replaced. F. stater 9m/plate removed fairing and replaced.

9m/plate and doubling plate on same removed fairing and replaced. H. stater 9m/plate removed.

9m/plate and doubling plate on same removed fairing and replaced. K. stater 9m/plate removed and replaced. Starboard Bow - H. stater 9m/plate removed and replaced for repairs to stem bar.

9m/plate removed. C. stater 9m/plate removed fairing and replaced. E. stater 9m/plate and doubling plate on same removed fairing and replaced. F. stater 9m/plate removed fairing and replaced. G. stater 9m/plate and

DAMAGE REPAIRS:—

Plates. Frames. & Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

18 18 1 1 Stem bar removed fairing and replaced

32 4 3 1 Lignum Vitae & L. Vitae bush fairing 9m

10 4 3 1 3-14-54-11 L. Vitae repaired. Tanks tested.

SECTION OF THE

Good

Stringers good

Inner Bottom Plating good

State if Tanks have been examined inside good

State if Tanks now tested good

Bulkheads good

Ceiling

Cement-on-Asphalt (state which) good

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Dblng. Plates under Sounding Pipes

Engine Room Skylights good

Coal Bunkers, Open'gs, Lids, &c. good

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shelfs ditto

Salting ditto

(State if examined)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month Year

Boats good

Masts, Yards, &c.

Condition, how ascertained good

(State if wedges removed) no

Sails

Equipment letter g+

Anchors, No. of 3 B. 16.1K

Cables (State if new ranged) good

length 330 ft size 2 1/16

(on board)

Rope length 3,320 ft size 2 1/16

Hawsers & Warps good

Standing & Running Rigging good

1. Observations, Opinion as to Class, Recommendation, &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 survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 1-11," or "to remain as classed and to have record of survey, 1-11, and the notations of "No. 1-11 and pND11, &c."

The vessel is now in good condition, and eligible in my opinion to remain as classed, and to have Survey 3-17 recorded, subject to 1.35% of the chain cable of proper size weight & test being placed on at the first opportunity.

or Section 28) £ : : : Fees applied for,

SPECIAL DAMAGE OR REPAIRS Fee (if any) £ 31 : 10 : - 28 MAR 1917

Travelling Expenses (if chargeable) late fee £ 1 : 1 : 1 Received by me,

Second Surveyor's Fee (if any) £ 1 : 1 : 1 5737119 815/1 Alex Munro

Committee's Minute TUE. 3 APR. 1917

Character Assigned 100ft shelter 8ft & fd

Carry! Petroleum in bulk Subject

Fitted for low flash Oil Fuel 9-14

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S.S. San Onofre

double plate on same removed fairied and replaced. Hatch No. 1 plate renewed. Hatch No. 2 plate and doubling plate on same removed fairied and replaced. Hatch No. 1 plate removed fairied and placed. The Peak tank top slinger plate on port side, removed fairied and replaced. Slinger plate starboard side fairied in place. Angle shoe at stem removed. Stringer angle on port and starboard sides offed and part renewed. 2 brackets to No. 1 transverse on port & starboard sides removed fairied and replaced. One Breasthook removed fairied and replaced. One longitudinal bulkhead frame port and one on starboard side removed fairied and replaced. Inside fore Peak tank:— 3 longitudinal bulkheads on port and 3 on starboard side fairied in place. 3 Breasthooks plates removed. No. 2 floor and shell angle frame on same removed fairied and replaced. The Peak tank tested under water pressure.

Port side:— Hatch No. 7 plate fairied in place. No. 12 renewed. No. 13 removed fairied and replaced.

No. 14 renewed. Breasthook No. 6-8-14-15 and 16, renewed. No. 13, removed fairied and replaced.

Hatch No. 14 fairied in place. Starboard side:— Hatch No. 11 and 13, removed fairied and placed. No. 12 renewed. No. 20, 21 and 22 fairied in place. Breasthook No. 7 fairied in place.

No. 11, 12, 13 and 14 renewed. Hatch No. 12 and 13 removed fairied and replaced. Hatch No. 14 fairied in place. Hatch No. 4 and 6 plates removed fairied and replaced. Hatch No. 5 fairied in place. Keel plates:

No. 11 and 14 removed fairied and replaced.

No. 12 and 13 renewed. Transverse floors No. 4-6 and 10 from aft fairied in place. Internal repairs:

No. 3 Lank port No. 1 and 2 longitudinal frames with brackets at each end to bulkhead, removed fairied and replaced. Forward bracket to bulkhead on No. 3 + 4 longitudinal removed fairied and replaced.

One plate on longitudinal girders with bottom bars removed fairied and replaced. No. 4 Lank starboard:

No. 1-2 + 3 longitudinal frames with brackets at each end to bulkheads, removed fairied and replaced. 2 plates on longitudinal girders with bottom bars removed fairied and replaced. Brackets at each end No. 4 + 5 longitudinal

removed fairied and replaced. One transverse hub to centre line No. 1 removed fairied and replaced. One

transverse girder plate with bottom bars removed fairied and replaced. No. 4 Lank port—No. 1 and 4

longitudinals with B.H. brackets at each end removed fairied and replaced. Transverse hub to centre line No. 4

welded in place. After Pump room port side—No. 1 longitudinal with B.H. brackets at each end removed

welded and replaced. Forward bracket to bulkhead on No. 3 + 4 longitudinal removed fairied and replaced.

One plate on Pump room flat removed fairied and replaced. One plate and stiffener on forward bulkhead fairied in place. Starboard side:— No. 1 longitudinal with B.H. brackets

removed fairied and replaced. Forward B.H. and stiffening angle fairied in place. No. 5 Lank starboard:

No. 1-2-3-4 and 5 longitudinals with brackets at each end, removed fairied and replaced. Hub

bracket to forward bulkhead removed fairied and replaced. Top and bottom girder bars removed fairied and replaced. One plate in transverse girder removed fairied and replaced. One transverse web removed

and replaced. Bottom bars on transverse removed fairied and replaced. No. 5 Lank port—No. 1 and 2

longitudinals with brackets at each end, removed fairied and replaced. After bracket to No. 3

longitudinal removed fairied and replaced. Transverse hub to centre line No. 4 fairied in place, bottom

bars removed fairied and replaced. No. 11 Lank port. One plate on longitudinal girder, removed fairied and replaced, together with bottom bars. Four bottom plates of centre line bulkhead, in way

No. 3-4-5 and 6 tanks and after Pump room, dropped above 1st longitudinal end renewed.

No. 7706 14th 2⁷/₈ 120³/₈ 169⁴ 51²-10 " " " " " " 21¹/₂ " " bottom angles removed fairied and replaced + 2 fairied in place. 16 corner bars renewed.

It will be seen the above longitudinal cable do not comply with the requirements of Table 31 of Parting in bilge tanks hammer tested and defective rivets made good. All tanks, B.H. doors and

the bows representative stating, these would be replaced with cables of proper size weight and

strength. The 135 ft. cable which has now been replaced as above, was full length ranged and 135 ft. renewed. (See particulars on back of report. Freeboards re-arranged

board the S.S. San Jeronimo to make up shortage. A.M.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchor No.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 30 OR 31.	Description of Anchor.	Makers.	Where and when tested Superintendent.
		Gws.	qrs.	Ibs.	Gws.	qrs.	Ibs.	Ows.	qrs.	Ibs.
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 Table 30 or 31.	Description.	Makers of Cables.	When and where tested Superintendent.
	Length.	Diam.		Status.	Breaking.	Supplied.	Per Table 30 or 31.		
61268	15 ³	2 ⁷ / ₈	135 ft.	76 ² / ₃	55 ² -2 ¹ / ₂	54-2-6	330	2 ⁷ / ₈	Studditch W. Hingley & Son Ltd. Metherton 31 ² /3 ft. fairied and replaced.
61264	15	"	"	"	"	54-2-7	54-2-6	"	"
57326	15 ³	"	"	"	"	54-2-14	"	"	"
57316 Non return chain or Steel Wire.	15	"	"	"	"	54-0-18	"	"	"
57314	15 ³	"	"	"	"	54-0-10	"	"	"
57313	15	"	"	"	"	51-3-3	"	"	"
57310	15 ³	"	"	"	"	52-3-7	"	"	"
57308	15	"	"	"	"	51-2-17	"	"	"
57706	14 ³	2 ⁷ / ₈	120 ft.	169 ⁴	51-2-10	"	"	"	"

It will be seen the above longitudinal cable do not comply with the requirements of Table 31 of Parting in bilge tanks hammer tested and defective rivets made good. All tanks, B.H. doors and the bows representative stating, these would be replaced with cables of proper size weight and strength. The 135 ft. cable which has now been replaced as above, was full length ranged and 135 ft. renewed. (See particulars on back of report. Freeboards re-arranged board the S.S. San Jeronimo to make up shortage. A.M.