

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th March 1940 When handed in at Local Office 14th March 1940 Port of Belfast

No. in Survey held at Belfast

Date, First Survey 23rd JanLast Survey 5th March 1940

Reg. Book.

34212 on the Wood, Iron or Steel

"SARANAC"

TONNAGE:-

GROSS 1204.9

UNDER DEK 902.4

NET 737.4

Built at Newcastle

By whom Palmers & Co. Ltd.

When 1918-5

Owners Anglo American Oil Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers J. J. Wolfe

Port belonging to Newcastle

Surveyed Afloat or in Dry Dock? Yes Name of Dock Thompson & Co. Destined Voyage

Cell D B or D B a feet; u E & B feet; f 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.

Last Report, No. 14317 Port Boro

(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

not required

Was a damage report made by anyone else? If so, by whom? Yes Underwriters Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by collision with SS ARIGUANI in Walton Bay Bristol Channel on 12th Jan 1940. and docking.

Collision damage confined to Bow plating. The following repairs effected.

Stem bar upper part cropped for length of 12' removed, faired, and refitted.

Star side. No 1 Bulwark plate cropped and part renewed. Doubling plate and Hausering renewed. Bulwark rail part renewed. Star bow fairlead renewed.

Sheer stake No 1 plate cropped and part renewed.

2nd stake below sheer. No 1 plate faired in place.

Port side. No 1, 2, & 3 Bulwark plates renewed. bow fairlead and mooring ring renewed. 6 Bulwark stays renewed.

Sheer stake (C). Nos 1 & 2 plates renewed No 3 cropped and part renewed (OVER)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	6:2 part	4:9 part					2:1 part	
Removed and Faired or Repaired								
Faired or Repaired in place	3						1	

PRESENT CONDITION OF THE								
Decks	Good	Bulkheads	/	Engine Room Skylights	Good.	Copper, or Y.M.	/	
Caulking of Decks	"	Ceiling	/	Coal Bunkers; Openings, Covers, &c.	"	(State if on Felt.)	/	
Coamings	"	Cement or Asphalt	/	Oil Bunkers	"	When fitted, Month	/	Year
Beams & Fastenings	"	Rudder	Good.	Scuppers	"	Boats	Good	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	/	Masts, Yards, &c.	"	
" " in way of sidelights	/	Windlass	"	Hatches	/	Condition, how ascertained	from deck	
Frames	Part Examined Good.	Have pumps been examined and found efficient?	no	Planking	/	(State if wedges removed)	9+	
Reverse Frames	/	Have Sluice Valves been examined and found efficient?	no	Caulking	/	Equipment letter	3 B. 1. S.	
Longitudinals	/	Have Watertight Doors been examined and found efficient?	no	Treenails	/	Anchors, No. of	3 B. 1. S.	
Transverses	/	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	/	Cables (State if now ranged)	no	
Floors	/	Air and Sounding Pipes	/	Transoms, Pointers & Crutches	/	" length 315 mean diamr.	315	
Keelsons	/	Doubling Plates under Sounding Pipes	/	Timbers of Frame at openings	/	(on board)	330	
Stringers	/			" " at other places	/	" Rule length 330 size	330	
Inner Bottom Plating	/			Stringers, Clamps & Shelves	/	Chain Locker	Good	
Have the Tanks been examined internally?	no			Sinking	/	Hawsers & Warps	Good	
Have the Tanks been tested?	no			(State if examined.)	/	Standing and Running Rigging	"	
						Sails	/	

General 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 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."

This vessel is in my opinion eligible to remain as classed with fresh record of Survey. 3.40 Subject to indented shell plates A2 + B2 (SS) being dealt with at owner's convenience; Star side poop plate H.22 being renewed and 1 length chain cable being supplied at first opportunity.

Survey Fee (per Section 20)	£	Fees applied for, 14-3-1940
Special Damage & Repair Fee (if any) (per Sec. 20)	£ 21 0 0	Received by me, 19
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

TUE 2 APR 1940

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W80-00131121

Port of

Port of

Belfast

Continuation of Report No. 12584 dated 14th March 1940 on the

SS. SARANAC.

Savage Repair Contd.

Post note. 1st stroke below shear (H) N°1 failed in place, N°s 2+3 renewed

2nd " " (M) No 2 plate removed.

3rd - - (L) H₂O₂ plate renewed.

4th. (K) No 2. - paired in place

Frame Nos 2 3. 4. 5. 6. 7. 8. 12 + 13 Copper and part renewed.

" Nos 9, 10 & 11. renewed, between shelter & lower decks.

.. No 14 web frame renewed in Shelter tree deck.

Shelter ok. Breast plate renewed.

Port side stringer No 1 plate renewed No 2 plate cropped & part renewed.

701 Beam and beam knees removed joined and refitted.

N^{os} 2 + 4 beams renewed 3 beam knees on same renewed.

nos 3, 5, 6, 7, 8, 9, 10, 11, 12, 13 beams cropped and part renewed.

10 beam knees on above renewed.

7°14 built beam cropped and part renewed, beam bracket renewed.

No 16. beam laid in place, beam bracket removed.

Patch pine deck pour waterway to windlass bed post side post renewed.

upper Deck. Nos. 9, 10, 11 bear knees renewed.

No 1 stringer plate cropped and part renewed. Stringer angle part renewed. adjoining deck plate faired in place.

2. 18" ventilators and 1. 14" ventilator renewed.

Air and vapours pipes to Fore peak renewed.

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

ANCHORS

Number of Certificate.	Anchors.#	WEIGHT, EL 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 ...													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collectree 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.

[illegible]

All repairs hose tested on completion and found sound. Windlass opened up and examined. All pins in P & S brake gear renewed. Spur wheel renewed. 1 length chain cable reported lost. Docking. Vessel placed in dry dock. Bottom and keel cleaned, examined and afterward recoated.

WEAR & TEAR REPAIRS Approx 100 rivets in Stem post stream lining renewed.
50 rivets in bilge bar at aft end of #8 tank renewed. Deck plate on Shelter Deck in way of steam pipe, situated at aft end of cross bunker Std, cropped and part renewed. Repairs hose tested.

Special Reasons list

Indented shell plates A2 + B2 (SS) were specially examined and found efficient.

When fitting the De Pauwson installation, shell plate N.22 situated on Sld side of poop in way of crew space was pierced. a welded repair was effected, and it is recommended that the plate be renewed at the first opportunity, the plate meanwhile remains efficient.

