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# The British Corporation Register of Shipping and Aircraft

49-49

HEAD OFFICE  
BLYTHSWOOD SQUARE  
GLASGOW

Port of San Francisco, California

Port No. 8800

January 31st,

1949

*The Undersigned*

Wm. D. Schoning

Surveyor to this Corporation, did at the request of the owner's representative, attend the single screw, motor tanker "SEEKONK" of 1139 gross tons, on 13th day of December 1948 and subsequent dates, as she lay afloat at the Triple A Machine Shop, Pier 88 and Pier 20, San Francisco and on dry dock at Moore Dry Dock Co., Oakland, California, in order to examine and report on the condition of the vessels underwater and to commence the Special Survey No. 1 on Hull and Machinery. Further particulars see report as follows:

## Special Survey No. 1 on Hull

The vessel was placed on dry dock, cleaned, examined and found in satisfactory condition except as follows:

- (a) One sharp indent on the port side, in the sheer strake and finder, abreast No. 6 cargo tank.
- (b) One indent in starboard shell plate in second strake below sheer, in way of No. 2 cargo tank. It is recommended that these indents be faired at the owner's convenience.
- (c) The rudder was unshipped to permit withdrawal of propeller shaft. The worn pinle bushing was renewed. The wasted welding on the rudder was chipped to sound metal and rewelded. Several local wasted areas were built up by welding. Rudder was reinstalled in good order.

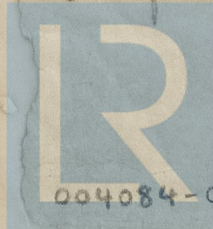
The sea valves were opened, cleaned, ground in and closed up in good order.

The three bladed solid bronze propeller was examined and found in satisfactory condition.

The propeller was drawn, examined and found in satisfactory condition. The liner was turned true in way of packing, and refitted the propeller. The wear down in the shaft was found to be 1/8 inch.

Examined and some chain was found. The chain was found to be 20 fathoms of new 1-1/2" and placed on board at this time. See dated January 7, 1949 and 10414. The chain now has 210 fathoms of 1-1/2" stud

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The two main bower anchors, the spare bower anchor, and stream anchor were examined and found in satisfactory condition. The anchor weights are as follows:

Main bower port	2520 = 22½ cwt	C 22. Rule = 2 bower @ 21¼ cwt 1 " @ 18 " 1 stream @ 5¾ "
Main bower starboard	2480 = 22 cwt	
Spare bower	2310 = 20½ cwt	
Stream anchor	unknown	

It is recommended that weight of stream anchor be ascertained and a kedge anchor be placed on board as required by the Rules.

There are several wire ropes on board that do not comply with the Rules. It is recommended that a stream line and tow line be placed on board as required.

A new 5-1/2 inch manila warp and a new 7 inch manila hawser were placed on board at this time.

The chain locker was cleaned, examined and found in satisfactory condition.

The paravane skeg was cut away from the stem.

The vessels entire underwater body was cleaned and recoated.

All cargo tanks and bunker tanks were examined internally and found in satisfactory condition. The manhole covers on the expansion trunks were repaired by renewing the gaskets and repairing the screw dogs.

The fore peak tank was examined internally and found in satisfactory condition, except that the collision bulkhead is pierced by three pipes. Two pipes are not fitted with valves or reach rods. It is recommended that these be further examined and dealt with as required by the Rules, on the vessels arrival at a Canadian port, prior to completion of the Special Survey No. 1.

The fore peak spaces and the spaces above the double bottom water ballast tanks were examined and found in satisfactory condition.

The cofferdam between the double bottom tank and the No. 1 cargo tanks was examined and found in satisfactory condition except that the surfaces of the framing and plating are generally covered with rust and a flake scale. It is recommended that same be dealt with as required at the owner's convenience.

Gaskets in manhole covers to cofferdams were renewed. One missing dog was renewed, and all dogs were overhauled and placed in working order.

The two bunker tanks were examined internally and found in satisfactory condition.

The pump room, the machinery spaces and the after peak spaces were examined, found free of rust, well coated and in satisfactory condition.

The after peak tank was examined internally and found in satisfactory condition.



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The upper deck, superstructure decks and bulkheads were examined and found in satisfactory condition.

The following tanks were tested as required by the Rules and proven tight:

- No. 1 cargo tank port and starboard.
- No. 2 cargo tank port and starboard.
- No. 3 cargo tank port and starboard.
- No. 4 cargo tank port and starboard.
- No. 5 cargo tank port and starboard.
- No. 6 cargo tank port and starboard.

The following tanks remain to be tested:

- Fore peak tank.
- Double bottom ballast tank.
- Cofferdam (forward of No. 1 cargo tank).
- Bunker fuel oil tanks.
- After peak tank.

The overboard discharges were examined and found in satisfactory condition.

Sounding tubes and striking pads were examined and found satisfactory.

The masts, rigging and hawse pipes were examined and found in satisfactory condition.

To complete the Special Survey No. 1 on Hull the following remains to be completed:

- (a) Internal examination of double bottom tank, between fore peak and No. 1 cofferdams.
- (b) Requirements as recommended in Items 1a, 1b, 6, 7, 13, 15 and 20 of this report.

#### Special Survey No. 1 on Machinery

All openings to the sea, together with cocks and valves and their fastenings to the shell were examined and found in satisfactory condition.

The pumps and pumping arrangements were examined, tested and found in good working order.

The shaft and thrust were examined and found in satisfactory condition.

Vessel is equipped with a Soloshell evaporator which was not examined or tested.

#### Main Propulsion engine.

Engine was opened, cleaned, examined, and all cylinders, liners, pistons, rings, heads, valves, valve gear, wrist pin bearings, crank pin bearings, crank shaft, fuel pumps, and air compressor were found or placed in good condition. Engine was assembled and proven in satisfactory operating condition.

The two auxiliary oil engines were overhauled and placed in good operating condition.



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The four air reservoir tanks were examined and found in satisfactory condition. Safety valves were tested and found in good operating condition.

The Special Survey No. 1 on Machinery is now complete.

The Vapor~~s~~ Clarkson donkey boiler was found to be damaged and not in operating condition. No repairs were made at this time and it is recommended that boiler be repaired or renewed as required, on the vessels arrival at her home port.

The two independent 40 K.W. D.C. generators were cleaned, repaired, tested under load, singly and in parallel, and proven in good operating condition.

All grounds were removed from circuits.

All generators, motors, switchboard and circuits were megger tested and proven satisfactory.

The Electrical Survey is now complete.

The steering arrangements were examined and found satisfactory. Same was tested under working conditions and proven in good working order.

The watertight doors in superstructure bulkheads were found in satisfactory condition. Several ventilators on the forecastle, in the forecastle bulkhead, and in the poop bulkheads were cut off and steel plates were welded over the openings. One watertight hatch on forecastle deck was overhauled, dogs freed up and gaskets renewed. Closing appliances for air and sounding pipes were found in satisfactory condition.

Ventilator coamings, hatchway coaming and hatch covers were found or placed in satisfactory condition.

All parts particularly liable to rapid deterioration were examined and found in satisfactory condition. Several air ports are fitted with watertight deadlights, but have no glass. All gaskets were renewed and air ports were hose tested and proven tight. It is recommended that air ports be further examined, on the vessels arrival at her home port, with a view to replacing present air ports with a conventional type.

Machinery casings were found in good condition. The missing guard rails on the main deck were renewed in their entirety.

Freeboard marks were cut and painted in the vessels sides. These were checked and found to correspond to telegraphic assignment issued at Montreal, Quebec on January 6, 1949.

No alterations have been made that would affect the freeboard assignment.

Due to the boiler being out of commission the steam smothering lines were not tested at this time. It is recommended that same be tested and proven in working order when steam becomes available.

The CO<sub>2</sub> smothering system was overhauled, tested and proven in working order.

The two life boats were found to be badly damaged, and two new, fully equipped boats were placed on board.

It was noted that vessel had no fire hose. New fire hose was placed on board as required.

It is further recommended that repairs and alterations be made as outlined in Items 27, 34, 41 and 45 of this reports.

A Provisional Load Line Certificate was issued as of January 29, 1949 and remains valid until April 29, 1949.

A satisfactory dock trial and sea trial was held.

The undersigned considers the vessel to be in a seaworthy condition it is recommended that she be classed with the British Corporation ter of Shipping and Aircraft.

*Wm D Rhoads*  
SURVEYOR TO THE BRITISH CORPORATION  
REGISTER OF SHIPPING AND AIRCRAFT.



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