

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Dec 19* When handed in at Local Office *9 DEC 1919* Port of *Liverpool*No. in Reg. Book *33517* Survey held at *Liverpool* Date, First Survey *Oct 24* Last Survey *Dec 2* 19 *19**33517* on the *Wood, Iron or Steel* *S.S. 'SALACIA' & 'DUNACHTON'* Master *10*TONNAGE:— Built at *Glasgow* By whom *G. Connell & Co. Ltd* When *1912* MONTH *10*GROSS *5207* Owners *Donaldson Ltd, Ltd* Port belonging to *Glasgow*UNDER DEK. *4954* Owners' Address *(Donaldson Bros Ltd Mgrs)*NET *3311* (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? Name of Dock *Asculanum Dry* Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons.

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 insides 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.

Last Report, No. *38471* Port *GLS*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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; being detailed in the body of the report, should be summarised in the form shown below. Whenever the 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.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

Society's Freeboard (if assigned) as painted on Ship and now verified

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 declined? *Yes, not required* Was a damage report made by anyone else? If so, by whom? *Holland & Watson Hay & Son*OR EXAMINATION AS PER RULE, FOR *Damage repairs & Alterations for carrying oil fuel.**in S.B. tanks Nos 1, 2, 4 & 5 for burning purposes.**Damage stated to have been caused by heavy weather whilst on a voyage from Savannah to L'pool.**The vessel examined in Dry dock, Found, Bulwarks & Stays, weak port door, bents, flying Bidge, pipe casings etc more or less damaged hand steering gear guides bent, rudder brake & stops damaged, steering gear strained.**Repairs:— On the Port side for: one bulwark plate renewed, 3 on Starboard 1 on Port removed joined & refitted, stays, rail & weak port door joined & repaired, bents, flying Bidge, pipe casings etc partly renewed & repaired, hand steering gear, rudder brake & stops joined & repaired, rudder pinches retouched, steering engine, rods & leads overhauled (see continuation).*IMAGE REPAIRS:— Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:— *Bulwarks, weak port door, hand steering gear, rudder brake & stops, some bottom caulking made good, stem plate etc repaired*OK OF THE *Good* Stringers *Good* Dblg. Plates under Sounding Pipes *Good* Copper, or Y.M. of Wood Vessels *Good*Inner Bottom Plating *Good* Engine Room Skylights *Good* (State if on Felt.) When put on, Month *1* Year *1*State if Tanks have been examined inside *Good* Coal Bunkers, Open'gs, Lids, &c. *Good* Boats *Good*State if Tanks now tested *Good* Scuppers *Good* Masts, Yards, &c. *Good*Bulkheads *Good* Cargo Hatchways *Good* Condition, how ascertained *from deck*Ceiling *Good* Hatches *Good* (State if wedges removed) *Good*Cement or Asphalt (State which.) *Good* Planking of Wood Vessels *Good* Sails *Good*Rudder *Good* Caulking ditto *Good* Equipment letter *Good*Steering gear and its connections *Good* Treennails ditto *Good* Anchors, No. of *3 1-1*Windlass *Good* Breasthooks & Stemson ditto *Good* Cables (State if now ranged) *Good*Have Pumps now been examined and found efficient? *Good* Transoms, Pointers, & Crutches ditto *Good* " length *Good* size *Good*Have Sluice Valves now been examined and found efficient? *Good* Timbers of Frame at openings ditto *Good* " Rule length *Good* size *Good*Have Watertight Doors now been examined and found efficient? *Good* Ditto ditto at other places ditto *Good* Hawser & Warps *Good*Standing & Running Rigging *Good*

Observations, Opinion as to Class, Recommendation, &c.:—

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, 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 or "to remain as classed and to have record of survey, 1, 13, and the notations of ss No. 1-15 and ptND15, &c."

*This vessel appears to be in good & efficient condition & worthy to remain as classed with fresh record of survey 1, 13, 19 and record of carrying oil fuel F.P. above 150°F in S.B. tanks subject to the remaining requirements being carried out.*Fees applied for, *7 7 0*Received by me, *W. Gordon Haig*Second Surveyor's Fee (if any) *0*Committee's Minute *LIVERPOOL*Character Assigned *100M. record 12.19.*

Notation for carrying Oil Fuel— Defd for spns

WED. 30 MAR. 1921 TUE. SEP. 27 1921

TUE. APR. 19 1921

FRI. AUG. 19 1921

Lloyd's Register Foundation

008796-008803-0020 1/2

WED. DEC. 10. 1919

S.S. SALACIA.

Chain annealed, boats overhauled, 2 new derricks fitted.

Damage stated to have been caused by striking some submerged object.

Found, Bottom at fore end hard scrubbed & bare of paint in places also along Starb^d side at turn of bilge, some caulking started.

Repairs:- Some bottom caulking made good, timbers lifted & D.B. tanks tested & found tight

Condition:- Bottom & rudder now in good condition, cleaned and recoated.

Damage stated to have been caused by contact with the 'S. Scantie' at L'pool.

Found, One stern plate - to Starb^d - badly indented & one cant bent.

Repairs:- One stern plate cropped & partly renewed, one cant renewed, cement made good.

Carrying oil fuel in D.B. tanks for burning purposes (see 43847, Mch 4038 and Secretary's letter dated 18.10.19).

The centre keelson in way of the No 4 D.B. tanks has now been made reasonably oil tight by fitting bolted plate washers. An extra centre section, and sounding pipe with locked cap fitted.

A new air pipe fitted on Starb^d side led to deck with goose neck and gauge.

Note:- The deep tank is not intended to be utilised for oil carrying. The vessel has carried oil fuel in the No 1 & 2 D.B. tanks on 3 occasions without complaint.

The necessary pipe line alterations as per approved plan have been carried out - see Engineer's report - also the necessary seatings for pumps built in engine room.

The pumps & settling tanks will be placed on board & connected up on vessel's return to U.K.

The Super^t states that the vessel will call at Savannah where the ceiling will be laid on battens leaving a 2" air space and made good as necessary.

To complete:- No 1, 2, 4 & 5 D.B. tanks to be tested to deck pressure ceiling on these tank tops to be laid on battens with a 2" air space. oil pump & settling tanks to be placed on board & connected up. Two decks in which settling tanks are to be placed to be suitably ventilated & drained to bilge.

W. Gordon King & J. M. Cowan