

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 9/11/1934 Port of Belfast
 No. in Reg. Book Survey held at Belfast Date, First Survey 21st June 1934 Last Survey 26th Oct 1934
 78258 on the Wood, Iron or Steel IROQUOIS (No. of Visits 41)

TONNAGE:— Built at Belfast By whom Harland & Wolff Ltd. YEAR. MONTH.
 GROSS 8937.06 Owners Anglo American Oil Co. Ltd. When 1907 10
 UNDER DEK 8086 Managers J. J. Moyle Owners' Address
 NET 5285.89 Port belonging to Belfast.

Surveyed Afloat or in Dry Dock? Both Name of Dock Thompson D. Dock. Destined Voyage
 TB=Cell DBorDBa feet; uE&B feet; f
 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 insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, rudders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 4287 Port NOS

Periodical Surveys, when held, must be reported in detail and seriatim 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; 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.

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 Yes. Not

desired.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd N° 3, and Damage, cause not stated

Now done:— Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated after completion of repairs. Rudder lifted and pintles examined. Shell plating drilled and gauged, as required by the Rules, particulars of which were submitted on 25th June 1934. All cargo oil tanks, summer tanks, cofferdams, pump rooms, fore hold, fore deep tank, fore and after peaks and peak tanks, oil fuel bunkers, engine & boiler spaces, double bottom tanks under engines and boilers, & tween decks, cleaned, examined and all steelwork examined. All tanks including cargo oil tanks, cofferdams, fore deep tank, fore and after peak tanks, oil fuel bunkers and double bottom tanks in machinery spaces tested under waterpressure as per rule. Chain cables

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed		3						Stinger angle 3 frame brackets
Removed and Faired or Repaired								
Faired or Repaired in place	1					1		

GENERAL CONDITION OF THE

Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	✓
do	State if Tanks now tested	Yes	Engines Room Skylights	Good	(State if on Felt).	
do	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	do	When put on, Month	✓ Year
do	Ceiling	do	Scuppers	do	Boats	Good
do	Cement or Asphalt	do	Cargo Hatchways	do	Masts, Yards, &c.	do
do	(State which.)	do	Hatches	do	Condition, how ascertained	Aspt.
do	Rudder	do	Planking	of Wood Vessels	(State if wedges removed)	✓
do	Steering gear and its connections	do	Caulking	ditto	Sails	✓
do	Windlass	do	Treenails	ditto	Equipment letter	dt
do	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Anchors, No. of	3 B 15
do	Have Sluice Valves now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes
do	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	length	300 fms size 2 1/2"
do	Have Ventilators and their Coamings been examined	Yes	Ditto Ditto at other places	ditto	Rule length	300 fms size 2 1/2"
do	and found efficient?	Yes	Stringers, Clamps & Shelves	ditto	Hawser & Warps	Complete & Good
do			Splicing	ditto	Standing and Running Rigging	Good
			(State if examined.)			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptnd 24, &c."

This vessel is eligible in our opinion to remain as now classed in the Register Book, with fresh record of survey Bel. 10.34 and notation of S.S. 2nd N° 3, 10.34, subject to electrically welded plate edges in G stake starboard side being examined at next dry docking.

Fee (per Section 20)	2	45	0	0	Fees applied for,
Damage or Repair Fee (if any)	2	21	0	0	9 th Nov. 1934
ing Expenses (if chargeable)	2	1	1	0	Received by me.
ual late attendance fee	2				22-12-1934
Surveyor's Fee (if any)	2				J. B. Bocks

Committee's Minute

FRI. 23 NOV 1934

Character Assigned

S(S)10.34
Write Bel

100% Subject
Low: pet. in bulk
Ditto: foral fuel
S.S. 2nd N° 3-10.34 + Lmb. 10.34 Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

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of the ink or to cause it to show through to the other side.

Summary Repairs:-
The following shell plates renewed, viz: Port side, A stake nos 6, 7 & 8
Starboard side, nos 15, 16 & 17

C shake N° 9 K shake N° 1. 2 + 3, M shake N° 14. 15. 16 + 17.

On Expansion tank top in way of N°4 cargo tank, 3 deck plates removed,

Second door in
renewed and one deck plate in way renewed, both on port side. 1 plate

ANCHORS.

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

CHAIN CABLES.

Iron Stream Chain }
or Steel Wire... }

2 10 + 1 11. Bulkhead cropped & part removed. 6 stiffener

Second deck in way of No. 3 cargo tank, port side, stringer plate part doubled

Two plates on starboard side of fiddley top renewed.

Two plates on starboard side of funnel
upper deck hatch coamings and lids to fore hold renewed complete
forehead plating renewed full

Upper deck hatch coverings removed
No. 2 Cargo tank. Six strakes of centre line bulkhead plating removed full
2 + 1 plates and 4 stiffeners in expansion beam

of Belfast

T.S.S. / ROQUOIS

N^o 5 Cargo tank port side. 3 plates on forward bulkhead removed. 2

N^o 6 Cargo tank port side. 3 beams on lower tier and 3 vertical stiffeners on trunk side renewed.

176 cargo tank starboard side. 3 beams on lower tier and 3 vertical
bulk side stiffeners removed. Face angle on centre line bulkhead

After peak tank. 10 vertical bulkhead stiffeners & top brackets renewed.
3 in. Room 5th upper stowage removed. 10 in. 10 in. 10 in. 10 in. 10 in. 10 in. 10 in. 10 in. 10 in. 10 in.

Engine room, etc. Upper stingers renewed from forward bulk head to fore
bulk head. Second and third side stingers renewed from bulk head to

Trackets to bulkhead at forward end of three side
stringers renewed.

These ventilator coverings on poop deck removed, all wood ventilator plugs removed, and new canvas covers fitted to all ventilators and air pipes

Crown pin and anchor shackle pin of port working lower anchor renewed.
All anchors made workable. A number of loose studs in chain

Rudder locking pin inserted and remaining pinholes skinned up and new lignum vitae bushes fitted. Rudder plate sheathed with elm.

the number of minor wear & tear repairs effected.

Damage alterations: The side bunker bulkheads in boiler room part removed and compensating support to deck in way fitted in.

Two ringed steel doors to forecabin removed and openings plated over,
and a tonnage opening 5'-0" x 4'-0" cut and closed by lock bolted

Tonnage remeasured by Board of Trade, and amended tonnages are given at head of this report.

heating coils: Additional steam heating coils fitted in N^o 2 & 8
main tanks inclusive, and existing deck steam line to N^o 1.

Image Repair

Port side, shell plate L3 fayed in place. Second deck stinger
angle cropped and part renewed. Stinger plate fayed in place.

d. of water on starboard side, vessel developed L.L. P.

starboard, freeing herself from the shores on the port side &

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T.S.S. IROQUOIS

prior to the occurrence were re-tested. Shell plate L 16 starboard was faired in place, also N^o 2 keel plate from aft faired in place.

Special Reasons List

Glasgow report 54208. The plate referred to has been renewed.

New Orleans report 4287 Plate in way of N^o 5 tank starboard, C strake N^o 9 renewed at this time. The remaining electrically welded plate edges examined and the welding found efficient.

JLB.

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