

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 Jan Last Survey 5th March 1940
 Reg. Book. 34272 on the Wood, Iron or Steel "SARANAC" (No. of Visits 4)

TONNAGE— Built at Newcastle By whom Palmer Co Ltd. When 1918
 GROSS 12049 Owners Anglo American Oil Co Ltd Owners' Address
 UNDER DEK. 9024 Managers J. J. Wolfe Port belonging to Newcastle
 NET 7374

Surveyed Afloat or in Dry Dock? Yes Name of Dock Thompson DD Destined Voyage
 Cell DBor DBa 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.

Last Report, No. 14317 Port Bos

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1.	+LMC 1.35.
Shells etc with freeboard.	BS. 11.38.
11.38.	TSCLD. 9.39.
SS Deck No 3. 3-31.	
SS. Deck No 1. 35.	Part for oil fuel 5-18 re
Carrying Petroleum	= milk.
Society's Freeboard (if assigned) as painted on Ship and now verified	

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Yes

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 mooring ring 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							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good				Good.	(State if on Felt.)	When fitted, Month Year
Caulking of Decks	"						
Coamings	"						
Beams & Fastenings	"		Good.				Boats
Outside Plating	"						Masts, Yards, &c.
" " in way of sidelights	"						Condition, how ascertained
Frames	Part damaged Good.						(State if wedges removed)
Reverse Frames							Equipment letter
Longitudinals							Anchors, No. of
Transverses							Cables (State if now ranged)
Floors							" length
Keelsons							" (on board)
Stringers							" Rule length
Inner Bottom Plating							Chain Locker
Have the Tanks been examined internally?	no						Hawsers & Warps
Have the Tanks been tested?	no						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 29)	£	Fees applied for,	£
Special Damage & Repair Fee (if any) (per Sec. 29)	21 0 0	14-3-1940	
Travelling Expenses (if chargeable)	£	Received by me,	£
Second Surveyor's Fee (if any)	£		19

Committee's Minute 2 notes
 Character Assigned 100A1 Subject to S.S. No 2-39
Shells etc with freeboard. Part for oil fuel re
Carry. pet. in milk.
+ dmb. 11.38 11.39



10m. 11.32.—Transfer Ink. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to

SS. SARANAC.

Damage Repair Contd.

Port side. 1st Strake below Sheer (M) N°1 faired in place, N°2+3 renewed
 2nd " " " (M) N°2 plate renewed.
 3rd " " " (L) N°2 plate renewed.
 4th " " " (K) N°2 " faired in place.
 Frame N°2 3.4.5.6.7.8.12+13 Cropped and part renewed.
 " N°9.10+11. Renewed. between shelter + lowe decks.
 " N°14 web frame renewed in Shelter tween deck.

Shelter Str. Breast plate renewed.
 Port side stinger N°1 plate renewed N°2 plate cropped + part renewed.
 N°1 beam and beam knees removed faired and refitted.
 N°2 + 4 beams renewed 3 beam knees on same renewed.
 N°3.5.6.7.8.9.10.11.12.13 beams cropped and part renewed.
 10 beam knees on above renewed.
 N°14 built beam cropped and part renewed, beam bracket renewed.
 N°16 beam faired in place, beam bracket renewed.
 Pitch pine deck from waterway to windlass bed port side part renewed.

Upper Deck. N°9.10.11 beam knees renewed.
 N°1 stinger plate cropped and part renewed. Stinger angle part renewed. adjoining deck plate faired in place.
 2. 18" ventilators and 1. 14" ventilator renewed.
 Air and vapour 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, EX. 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 ...															
	2nd "															
	3rd "															
	Collectors 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 Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Inch.	Tons.	Tons.						Cwts. qrs. lbs.

All repairs hose tested on completion and found sound, windlass opened up and examined. all pins in Po S brake gear renewed. Spur wheel renewed, 1 length chain cable reported lost.
 Docking. Vessel placed in drydock. bottom and rudder 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 8th tank renewed. Deck plate on Shelter Str. in way of steam pipe, situated at aft end of cross bunker Str. cropped and part renewed. Repairs hose tested.

SS. SARANAC

Special Reasons list.

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

When fitting the De Gaussing installation, shell plate H.22 situated on Std 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.

V.S.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

