

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 31/3/1931 Port of NEWCASTLE-ON-TYNE
No. in Survey held at Helburn on Tyne Date, First Survey 5 Aug/30 Last Survey 23 March 1931
Reg. Book. "SARANAC" (No. of Visits 95)

83720 on the Wood, Iron or Steel SS. "SARANAC"
TONNAGE: GROSS 12070 Built at Newcastle By whom Palmers Co. Ltd. When 1918 57
UNDER DK. 9024 Owners Anglo-American Oil Co. Ltd. Owners' Address
NET 7551 Managers J. Hamilton Port belonging to Newcastle

Surveyed Afloat or in Dry Dock? Dry Name of Dock Palmers Destined Voyage Mexican Gulf.
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 85573 Port Nue.

(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; 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

CHARACTER, &c. for Special Survey.
Date of last Survey and of Periodical Surveys.
Year assigned and expired.
Machinery and Boiler Surveys (including date of N.B., if any).
100A1 standard 35 4.30
with Plid 4.30 + LMC 7.26
SS Nue 192-26 CL 5.29

FITTED FOR OIL FUEL 5.18
I.P. ABOVE 160° F.

Carrying Petroleum in Bulk.
Society's Freeboard (if assigned) as painted on Ship and now verified 12 ft. 9 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SS N°3.

Vessel placed in dry dock stern first. Hull divided into three portions by running thro' shell decks re in way of cofferdams at forward + aft ends of cargo tanks. The forward portion was ballasted and floated out. The midship portion (cargo tank portion) was floated out and ultimately broken up. The aft portion (machinery space, oil fuel bunkers and aft peak) was ballasted and left on blocks.

The midship portion was—as in the case of sister vessel Cadillac Nue Report 85855—generally in a seriously wasted condition.

A new midship portion of same dimensions & form as the original portion but of scantlings and arrangement as on approved plans has been built on the stocks. All main tanks that could be completed were fitted and tested on the stocks over.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Keels	State if Tanks have been examined inside <i>yes</i>	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month Year
Caulking of Decks	State if Tanks now tested <i>yes</i>	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Souppers	Condition, how ascertained <i>on ground</i> (State if wedges removed)
Outside Plating	Cement or Asphalt (State which)	Cargo Hatchways	Sails
Reasthooks	Rudder	Hatches	Equipment letter
Ransoms	Steering gear and its connections	Planking of Wood Vessels	Anchors, No. of
Rames	Windlass	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Pumps now been examined and found efficient? <i>yes</i>	Treemails ditto	length 330 size 2 1/2
Longitudinals	Have Sluice Valves now been examined and found efficient? <i>yes</i>	Breasthooks & Stenson ditto	Rule length 330 size 2 1/4
Transverses	Have Watertight Doors now been examined and found efficient? <i>yes</i>	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Boors	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Timbers of Frame at openings ditto	Standing and Running Rigging
Belsons		Ditto ditto at other places ditto	
Ringers		Stringers, Clamps & Shelves ditto	
Inner Bottom Plating		Salting ditto	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnp24, &c."

This vessel is now in good and efficient condition and in my opinion eligible to remain as classed with record 3.31 Nue. and notation of SS Nue N°3 3.31. Notation of "midship portion (cargo tanks) renewed 1931" to be made

Survey Fee (per Section 20) £ 300 -
Including Mach
Special Damage or Repair Fee (if any) (per Sec. 20)
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)

Fees applied for, £1 APR 1931

Received by me, 20.6.1931

G. Brown & T. Shaw

Surveyor to Lloyd's Register of Shipping.

Committee's Minute]

FRI. 17 APR 1931

Character Assigned

100A1 Without spl. condn.
Shelter dk. w/bd.
Carryg. petrol. in bulk + L.M.C. 3.31
Fitted for oil fuel re. Insert: Midship portion
S.S. N°3-3.31 (cargo tanks) renewed 1931.

WED. 27 MAY 1931

Lloyd's Register Foundation
W80 00260112

in accordance with the Rules. The new portion was launched and floated into dry dock in position to join the after portion. The original forward portion was then floated into dry dock in position to join the new midship portion. The three portions were then permanently connected together by new shell plating, deck plating, stringers, longitudinals, trunk side plating, cofferdam webs & centre line steel &c - all built being shipped as approved & to our satisfaction. Cargo pipes and other deck pipes removed from old portion refitted in new portion with part new as found necessary. Masts removed from old portion and refitted in new portion with new top-masts & rigging. The forward bridge deck house comprising Captain's & officers' rooms, saloon, boat deck & navigating bridge and houses was cut loose from old portion in dry dock, launching ways laid from ship to dock side and the house launched to dock side. It was then launched aft one cargo tank space and finally launched into new portion on new portion. New foundation bars & other deck connections renewed. The original end portions were then submitted to all the requirements of the Rules for SS No. 3. Planks, plank timbers, chain locker, fore deep tank, oil fuel bunkers, cofferdams, machinery spaces, double bottom timbers under machinery, Officers & Crews quarters, clean

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Cleaned from rust and all spaces examined, outside shell & rudder cleaned from rust and examined & all parts coated after repairs. All cargo tanks in new portion not tested on the sticks filled and tested to rule heads, all oil & water carrying spaces in original portions filled & tested to rule heads, all decks examined, chain cables ranged & examined, casings houses hatchways covers, ventilators & coamings, hatches, air & scum pipes, cargo pipes, plating under sidelights, windlass steering gear examined. Fuelcocks marked on vessels sides & verified

st. 9a.
rt of

NEWCASTLE-ON-TYNE

Continuation of Report No. 86982 dated

23-131 on the

SS. "SARANAC"

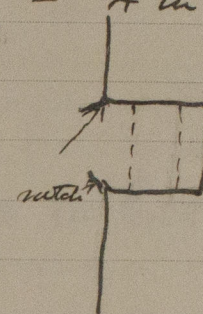
It was not considered necessary to have all the plating on the original portions drilled for thickness but some doubtful plates - worn by cables on the bows - have been drilled and plates removed as in list of repairs.

A new stream anchor - particulars as on back of first sheet of this report has been placed on board.

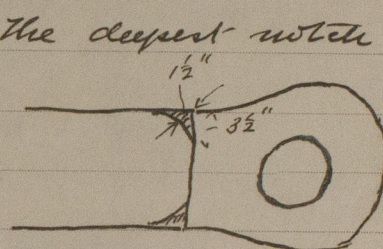
Repair - Rudder head found twisted, removed and renewed.
Rudder adjusted, braces bored and pulleys renewed.

on stern frame in way of judgson at about 13' mark eroded
notches were observed - 4 in no at top bottom of judgson and
on both sides. These were thoroughly cleaned

and bottomed
1½" deep and there
was no indication
of fracture.



These were thoroughly cleaned



These notches have now been filled by electric welding which in my opinion may be taken as a satisfactory permanent repair.

4 plates H1, H2, K2 + E1 (fore peak + fore end of fore deep tank)
port bow renewed.

1 plate H 21 port side engine room found with "painting" crack has been repaired by welding the fracture and fitting an outside doubling plate.

3 longitudinal frames found wasted under sideplates in
crew quarters have been renewed.

four fore seat tank top plates part renewed.

deck over chain locker renewed.

3" bridge deck plates in saloon part renewed + stiffened with fore + aft angles.

Casing tops, T plates removed and one doubled, foundation
brn to casings shores apr part renewed, deck houses
repaired with new plates or doublings as required

one doubling fitted to locally wanted plates on boiler room
tank top

one painting beam in aft peak tank fitted with stiffening angle, & one face bar fitted to side stringer in same compartment.

wasted angle connections on fore head of fore crosspiece renewed, trunk side corner bars in same place renewed as required. Rivetting tested in tanks in original positions & some renewed, caulking made good, both topmasts renewed and a number of minor repairs carried out.

approved plans sent herewith

2001-
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GKB

Lloyd's Register
Foundation
W80-0025(212)