

Report of Survey for Repairs, &c., of Engines and Boilers.

2 APR 1931

(Received at London Office)

When handed in at Local Office 28/3/31 Port of NEWCASTLE-ON-TYNE

Survey held at Hebburn Date, First Survey 22 Jan Last Survey 2 March 1931
 (No. of Visits)

720 on the Machinery of the ~~Wood, Iron or Steel~~ SC SR "SARANAC"

Age: Gross 12070 Vessel built at Newcastle By whom Palmer's Co Ltd. When 1918-5
 Net 7551 Engines made at Newcastle By whom Palmer's Co Ltd. When 1918

Principal Power 793 Boilers, when made (Main) 1918 (Donkey) -

Number of Main Boilers 4 SB Owners Anglo American Oil Co Ltd. Owners' Address Hamilton Port Newcastle Voyage -

Number of Donkey Boilers 1 Managers Hamilton

Number of Main Boilers 220 Surveyed At Hebburn in Dry Dock Palmer Hebburn
 (State name of Dock.)

Number of Donkey Boilers 1

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1.		+LMC 7.26
Shells &c with freshboard 4.30.		BS. 4.30 TS, CL. 5.29.
SS Hw No 2. 26.		
Carrying Petroleum in bulk. Fitted for oil fuel 5.18. F Above 150°F.		

Insert Character of Ship and Machinery precisely as in the Register Book.

Particulars of Examination and Repairs (if any) + LMC + TS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a damage case where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Has the shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close fit (bush rewooded).

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed in dry dock. Sail shaft drawn examined and refitted. Examination made of stem bush + tube (tube now renewed), propeller, sea cocks and fastenings.

Machinery opened out and examination made of all pistons, cylinders, valves, crank & thrust shafts and bearings, air feed bridge and circulating pumps, and connections, Auxiliary pumps and pumping arrangements. Steering engine and windlass, Condenser tested, main steam pipes examined in place.

Boilers examined internally and externally together with all mountings, doors, and fastenings.

Boilers examined under steam and safety valves adjusted to above stated pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order & safe working condition and eligible in our opinion to remain as classed with fresh record of +LMC 3.31. and T.S. C.L. 3.31.

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or *L.M.C. 9.11, 140 lb., F.D., &c.)

Fee (per Section 25) £ 19

Survey + ELECTRICAL (per Section 25) £ 19

Damage or Repair Fee (if any) £ 19

Printing expenses (if chargeable) £ 19

Fees applied for £ 19

Received by me, £ 19

Committee's Minute signed + L.M.C. 3.31

Richard Shaw, Thomas Napier
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 17 APR 1931
WED. 27 MAY 1931
FRI. 25 SEP 1931
DEC 1931

Lloyd's Register Foundation
U 20-0030

Is a Certificate required? If so, to be sent to

S. S. "SARANAC"

REPAIRS.

Stem tube renewed.

H.P. 1st M.P. and 2nd M.P. bottom end bearings, reinstalled.

L.P. eccentric sheave (ahead), renewed.

L.P. eccentric strap reinstalled.

Top half of main condenser retubed

Bridge ramms skimmed new neck and gland bushes fitted.

Circulating pump pistons & rods renewed.

Impeller shaft renewed.

Steering engine control valve renewed.

Windlass spur wheel and pinion renewed.

BOILER REPAIRS.

All mountings overhauled.

All furnaces gauged, distortion noted and considered efficient meanwhile.

Pot low furnace of Std boiler cut in way of distortion jacked fair and afterward built up with electric welding.

Std low furnace of Std boiler, chain rivetting of fracture cut out and built up with electric welding.

Std boiler hydraulically tested after repairs.

R.C.

ELECTRICAL REPAIRS.

Forecastle and bridge space completely renewed. new fittings, distribution and section boards fitted in these spaces. new main cables from main switchboard to midship & forward fitted. new pump room lights fitted, all wiring being external to pump rooms. new special gastight pattern flood lights fitted on both foremast and mainmast. All distribution boxes and wiring in machinery spaces and aft accommodation overhauled and repaired as necessary. Main switchboard and both generators overhauled.

The whole installation finally examined and tested under working conditions and found satisfactory.

R. C. Clayton.