

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

-2 APR 1931

(Received at London Office)

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

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**

Book No. **720** on the Machinery of the **Wood, Iron or Steel** **SC SR "SARANAC"**

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**

Boilers, when made (Main) **1918** (Donkey)

Owners **Anglo American Oil Co Ltd.** Owners' Address **Palmer's Co Ltd.**

Managers **J. Hamilton** Port **Newcastle** Voyage

Donkey Boilers **220** If Surveyed **Hebburn** in Dry Dock **Palmer's Hebburn**

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

st Report No. Port

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

Medical 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.

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 why they were declined?

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

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes.**

Donkey " " " " " "

was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

he Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? **220 lbs.**

he Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

Yes, and of the Donkey Boilers?

he Surveyor examine the drain plugs of the Main Boilers?

Yes, and of the Donkey Boiler?

he Surveyor examine all the mountings of the Main Boilers?

Yes, and of the Donkey Boiler?

screw shaft now been drawn and examined? **Yes.** Is it fitted with continuous liner? **Yes.**

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Close fit (bush renewed). Complete.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

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

Machinery opened out and examination made of all piston 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

is in good order & safe working condition and eligible in our opinion to remain as classed with fresh record of + LMC 3.31 and TS CL 3.31.

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records 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.)

Fees applied for

£ 19

Received by me, £ 19

Committee's Minute

igned

FRI. 17 APR 1931

+ L.M.C. 3.31

WED. 27 MAY 1931

FRI. 25 SEP 1931

DEC 1931

Lloyd's Register

Foundation

U 80-0030

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

Bilge rams skimmed new neck and gland bushes fitted.

Circulating pump pistons & rods renewed.

Impeller shaft renewed.

Steering engine control valve renewed.

Windeass spur wheel and pinion renewed.

BOILER REPAIRS.

All mountings overhauled.

All furnaces gauged, distortion noted and considered efficient meanwhile.

Port 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 in 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.