

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th April 1951 When handed in at Local Office 30th April 1951 Port of MONTREAL, P.Q.

No. in Reg. Book 91062 Survey held at SOREL, P.Q. Date, First Survey 31st August /50 Last Survey 30th September 1950. (No. of Visits 12)

on the ~~Wood Iron~~ Steel S.S. "ANGUSDALE" (ex "FORT WAYNE")

TONNAGE:— Built at Montreal, P.Q. By whom United Shipyards Ltd. When 1945 - 9
GROSS 7331
UNDER DK. 6703
NET 4235

Owners Angusdale Ltd. Owners' Address -
Managers Lunham & Moore Shpg. Ltd. (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Afloat & D.D. Name of Dock Sorel, P.Q. Port belonging to Montreal London
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 of tanks should be inserted.
Last Report, No. 8256 Port Montreal

(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 Examination 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR RESTORATION of Cargo Hatchways on Upper Deck to Designed Dimensions, etc., Removal of 3rd and 4th Decks; Combination of Nos. 3 and 3A Holds, and Reinforcement for Deeper Loading.

GENERAL STATEMENT:— This vessel which is a 10,000 ton cargo vessel, built during the recent emergency, of the "CANADIAN" type but was completed as a Stores ship when, among other alterations, two additional decks were fitted in all holds (partly of wood and partly all steel construction), the watertightness of some of the bulkheads was impaired, insulation was fitted, accommodation arrangements were modified, cargo hatchways partly plated over, companionways, etc., fitted on freeboard deck, and quantities of dry ballast placed on board. The present Owners, who recently purchased the vessel, at this time desired to re-convert her to a Cargo Vessel, having two decks but retaining in large measure the accommodation amidships. Drawings as undernoted were approved for structural alterations:—

- (1) Pillars and Girders at Bulkhead 93 under Tween Deck. Approved, Montreal, 19th. September 1950.
- (2) Tween Dk. No. 12 W.T. Bulkhead & Girders & Pillars. " " " " (contd.)

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

PRESENT CONDITION OF THE Decks Part examined, good

Caulking of Decks Parts exd. good

Coamings Parts examined, good

Beams & Fastenings Parts examined, good

Outside Plating Good

Frames Parts examined, good

Reverse Frames -

Longitudinals -

Transverses -

Floors -

Keelsons -

Stringers -

Inner Bottom Plating Parts exd. good

Have the Tanks been examined internally? No

Have the Tanks been tested? No

Bulkheads Parts examined, good

Ceiling Good

Cement or Asphalt -

Rudder Good

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient? -

Have Sluice Valves been examined and found efficient? -

Have Watertight Doors been examined and found efficient? Good

Have Ventilators and their Coamings been examined and found efficient? Good

Air and Sounding Pipes Heads Good

Doubling Plates under Sounding Pipes -

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &c. -

Oil Bunkers Parts examined, good

Scuppers -

Cargo Hatchways Good

Hatches Good

Planking -

Caulking -

Treenails -

Breasthooks & Stemson -

Transoms, Pointers & Crutches -

Timbers of Frame at openings -

" " at other places -

Stringers Clamps & Shelves -

Saling (State if examined) -

Copper, or Y.M. (State if on Felt.) -

When fitted Month Year -

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained From deck

(State if wedges removed)

Equipment letter 637 S 33

Anchors, No. of 3 B 1 S

Cables (State if now ranged) No

" length Stated mean diam.

(on board) Complete

" Rule length size -

Chain Locker Sufficient

Hawsers & Warps Good

Standing and Running Rigging Good

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, 1,48," or "to remain as classed and to have record of survey, 1,48, and the notations of ss Mtl. 1,48."

This Vessel is eligible, in my opinion, to remain as Classed, BS*, but without the notation "with freeboard", and have record of Docking Survey 9,50.

Restoration of hatchwys. & Removal of Temp. Dks. Survey Fee (per Section 28) \$150.00

Combination Nos. 3 & 3A hds. \$100

Special Damage or Repair Fee (if any) \$100

Reinforcement for Dpr. Loading \$150.00

Travelling Expenses (if chargeable) \$100.00

Expenses - \$100.00

Second Surveyor's Fee (if any) \$

Fees applied for 3rd. Oct. 51 50

Received by me. 19

Surveyor to Lloyd's Register of Shipping. © 2020

Committee's Minute FRI 10 AUG 1951

Character Assigned See Rat 33435

002418-002426-0155 '3

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

8. 8535

8. Kpt. 9a.

Port of MONTREAL, P.Q.

Continuation of Report No. 8535 dated 30/4/51

on the

S.S. "ANGUSDALE"

GENERAL STATEMENT:- (cont'd.)

- (3) New Trunk Arrangement for Cargo Hatch No. 3 Approved, Montreal, 19th.Sept.1950.
- (4) W.T. Bulkhead on Frame 86. " " 29th.Sept.1950.

and the work has been carried out in accordance with or equivalent to same. Copies of these drawings have already been forwarded to the London Office.

The enclosed General Arrangement, received from Messrs. Marine Industries Ltd., is of the vessel after re-conversion and is forwarded for record purposes.

NOW DONE:- 3rd and 4th decks removed from all holds, insulation (cement and asbestos, etc.) removed from holds, intactness of W.T. bulkheads and of 'tween deck divisional bulkheads restored, bulkhead 93 and tunnel frames 86-93 largely removed and bulkhead No. 86 made W.T. and reinforced accordingly, Nos. 1,2,4 and 5 cargo hatchways at upper and 2nd decks restored to their former size and made complete with covers, webs, closing appliances, etc., No. 3 hatchway at Boat and Upper Decks slightly increased in size and hatchway at Boat Deck made complete with covers, webs, closing appliances, etc., companionways on freeboard decks removed and openings plated over and beamed as required, a number of ventilators removed and openings plated over, side scuttles removed from cargo 'tween decks and openings plated over, sliding W.T. door removed from bulkhead 86 and fitted on engine room aft end bulkhead at entrance to tunnel, tween deck bulkhead at aft end of No. 5 hold moved aft to frame 12, all hold ceiling and spar ceiling made complete, sheathing fitted over shaft tunnel in Nos. 4 and 5 holds, wood sheathing fitted on deep tank aft bulkhead (welded structure) on account of possible use of tank for oil fuel.

The dry ballast had been removed prior to survey.

On completion of the above, the repaired parts of side shell and upper and boat decks hose tested. Bulkhead 86 hose tested and watertight sliding door, in engine room bulkhead, hose tested and tried - all with satisfactory results.

DOCKING & CONDITION:- Vessel placed on Marine Railway, bottom and rudder cleaned, examined, found in good condition and afterwards coated.

Examined about decks, etc., hatchways, casings, and general equipment and found same satisfactory.

3rd bower anchor placed on board at this time, marks verified and certificate endorsed - particulars as noted on this Report.

REINFORCEMENT FOR DEEPER LOADING:-

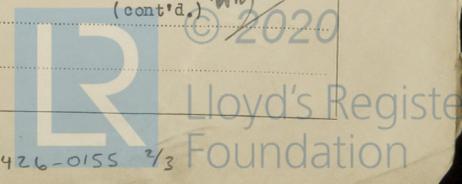
Bhd. 40:- 5" x 13/16" face flats fitted on stiff. Nos. 2, 4 & 6 from C.L., port and stbd., and 3-1/2" x 5/8" face flats fitted on stiffeners Nos. 8 & 9 from C.L. port and stbd.

Bhd. 86:- 3-1/2" x 5/8" face flats fitted on 12" channel stiffeners.

Bhd.106:- 5" x 5/8" face flats fitted on stiffeners Nos. 2,4,6,8 and 10 from C.L. port and stbd.

Bhd.135:- 5" x 3/4" face flats fitted on stiffeners Nos. 2,4,6,8 and 10 from C.L. port and stbd.

(cont'd.)
2020



002418-002426-0155 2/3

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

ANCHORS

Number of Certificate	Anchors *	WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY RULE		Description of Anchor	Makers	Where and when tested and Superintendent
		lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
BC 15981	1st Bower									
	2nd "	68	13					Baldt	Baldt	Philadelphia,
	3rd "	7647	Stockless	118496				Stockless	Anchor Chain	9.8.50
	Collective Weight								& Forge Div. L.R. Chapman	
	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.	Status	Breaking	Supplied	Per Rule	Length	Diam.			
Iron Stream Chain or Steel Wire											

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened 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

S.S. "ANGUSDALE"

REINFORCEMENT FOR DEEPER LOADING:- (cont'd.)

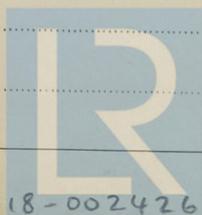
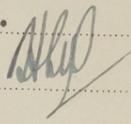
About mid depth of each strake of plating (5 in depth), flat bars fitted and E.W. edge on to plating and stiffeners.

Flats 3" x 3/8".

Former freeboard marks hammered out, new marks on ship's sides verified and cut in.

New Load Line Certificate issued, reports forwarded.

S.R.L. - Supply bower anchor earliest opportunity - placed on board at this time.



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