

REPORT OF SURVEY ON SHIPS CLASSED FOR GREAT LAKES AND ASSOCIATED SERVICES

Date of writing Report 25-6- 1959 When handed in at Local Office 19 Port of MONTREAL
 No. in Reg. Book 57031 Survey held at Montreal Date, First Survey 5-5-59 Last Survey 11-5-1959
 (No. of Visits 3)
 on the Steel S.S. "CLAYTON"
 TONNAGE:— Built at Newcastle By whom Swan, Hunter & Wigham Rechen. When 1929 5
 GROSS 1974 Owners Scott Misener Steamships Limited
 UNDER DK Managers R. Scott Misener Port belonging to Toronto
 NET 1133

Surveyed Afloat or in Dry Dock? Drydock Name of Dock MONTREAL Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report, No. 12054 Port MTL.

REPAIRS, OR EXAMINATION AS PER RULE FOR

LAKE CONDITION SURVEY

NOTE: Surveyors must indicate clearly the items examined (a crow mark is not sufficient), the condition found and the repairs effected.

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
BS* Great Lakes & limited	MBS* 12,54
Gulf of St. Lawrence service	M 2,58
4,57	TS (CL) 11,54
Lake s.s. 12,54	SPS 2,53
A.S. 4,58	

If so, is the Report sent now, or when will it be sent?

ITEMS EXAMINED AND CONDITION FOUND, ETC.	
Holds including bulkheads, inner bottom plating, etc.	
Bilges & ceiling.	
Tween decks.	
Deck & deck erections.	
Machinery Space.	
Under Engines & Boilers.	
Masts, Rigging & Outfit.	
Windlass & Hawse Pipes.	
Air & Sounding Pipes with closing appliances.	
Pumps and Pumping arrangements outside machinery space.	
Steering arrangements including gear.	
W.T. Doors & Sluice valves.	
Ventilator coamings with their closing appliances.	
Hatchway coamings with their closing appliances.	
Casings, companionways and their closing appliances.	
Superstructure bulkheads with their closing appliances.	
Guard rails & freeing ports.	
Overboard discharges, also ash chutes & other shell openings.	

	EXAMINED	TESTED	CONDITION
Peaks			
Side Tanks in hold.			
Deep Tanks			
Cargo Tanks			
Cofferdams (Tankers)			
Pump Rooms			
Has a Load Line Annual Renewal Survey been held?			
Has a Grain Survey been held?			
Has a Damage Survey been held?			

General Observations, Opinion as to Class, Recommendation, Etc.:

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 Annual Survey 4,54" or "to remain as classed and to have record of docking, 1,54 and the notation Lake S.S. 4,54.

This ship is eligible to remain as classed ~~with record of ANNUAL SURVEY~~ subject to repairs etc. being effected before the Vessel is recommissioned.

Survey Fee \$ 100.00
 Special Damage or Repair Fee (if any) \$
 Travelling Expenses \$ 15.00
 Second Surveyor's Fee (if any) \$
 Fees applied for, JUN. 26 1959

Committee's Minute

Character Assigned

Noted for Header

MBS 2,59

Wm. Heattie
 Surveyor to Lloyd's Register of Shipping.
 (Wm. HEATLIE)

	ITEMS EXAMINED AND CONDITION FOUND, ETC.	
IN DRYDOCK Outside shell, Sternframe & Rudder		
Bunkers - coal		
Striking plates		
Chain locker & Cable holdfasts		
Equipment letter		
Anchors, No. of		
Cables (State if now ranged)		
Length on board	Fathoms	Mean diameter.
Rule length	Fathoms	Diameter.

It should be stated whether it was considered necessary to test any tanks at this time.

TANKS	EXAMINED	TESTED	CONDITION
O.F. Tanks.			
Double bottom tanks.			
Feed water & F.W. tanks.			

Undocking Date.....

Was it considered necessary to drill the plating at this time?

General Notes on Survey, not included above..... Examination for Damage stated to have been caused by grounding in Lake St. Francis on April 29th, 1959 whilst on voyage from Prescott to Montreal in loaded condition.

NOW DONE:-

Shell Plates "D" 1, 2, 3, and 4, starboard side were found set in and buckled and were removed for renewal. Whilst proceeding with the above work the Owners representative decided to take advantage of the vessel being in dry dock and carry out a Lake Special Survey. An examination of the bottom shell was made for the Special Survey and the "A" and "B" Strakes, port and starboard sides, were found badly grooved in approximately 40 locations. This grooving required dealing with and as this was rather more than the Owners required to do they decided not to proceed any further with the damage repairs on Special Survey, but to lay the ship up.

In order that the vessel could proceed from Montreal to the lay-up port of Port Colborne and, since "D" 2, 3 and 4 and part of "D" 1 Shell Plates had already been removed, an overlapping closing plate was fitted over the opening with the edges lap welded, the existing shell frames etc. being temporarily attached. It is therefore recommended that the vessel be examined in dry dock and dealt with before being re-commissioned.

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

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT EX. STOCK.		TEST PER CERTIFICATE.	WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Surveyor.
		lb.	lb.		lb.	lb.			

CHAIN CABLES.

Number Certif.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Surveyor.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Stream Chain }
or Wire }



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Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.