

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 10... When handed in at Local Office... 10...  
 No. in Reg. Book... Survey held at **MONTREAL, P.Q. CANADA** Port of **MONTREAL, P.Q. CANADA**  
 on the **Steel S.S. "POINT PELEE PARK" ex "FORT CHIMO."** Date, First Survey **5<sup>th</sup> MAY**, Last Survey **20<sup>th</sup> Aug 1942**  
 (No. of Visits)

**TONNAGE:-**  
 GROSS **7198.90** Built at **MONTREAL** By whom **CANADIAN-VICKERS, LTD** YEAR **1942** MONTH **8**  
 UNDER DK **6755.39** Owners **PARK STEAMSHIP CO LTD**  
 NET **4235.55** Managers **IMPERIAL OIL COY LTD** Owners' Address  
 (if not already recorded in Appendix to Register Book)  
 Port belonging to **MONTREAL**

Surveyed Afloat or in Dry Dock? **YES** Name of Dock **CANADIAN-VICKERS, LTD** Destined Voyage  
 Cell/Dor/Dba feet; uE&B feet; f feet }  
 total capacity tons. FPT tons; APT tons; MT feet tons. }  
 Only alterations in the existing records of tanks should be inserted.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. \_\_\_\_\_ Port \_\_\_\_\_

(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 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.)

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
<b>100.A.1. WITH FREEBOARD.</b>	<b>L.M.C. C.L.</b>
<b>CARRYING HOMOGENEOUS CARGO OF PETROLEUM IN BULK. CLASS CONTEMPLATED.</b>	

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 **NONE**.  
 Society's Freeboard (if assigned) as painted on Ship and now verified } **11** ft. **6 1/2** ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR **CONVERSION OF VESSEL TO OIL TANKER.**

*This vessel was built & completed as a cargo vessel under the survey of the British Corporation Surveyors. Before the vessel had been placed in service it was decided to convert the ship into a tanker by fitting additional bulkheads & cargo pumping arrangements. Plans of the alterations have been approved & copies duly forwarded to the Secretary. The work has been carried out in accordance with the approved plans & the tanks have been tested satisfactorily. The vessel is now divided into tanks & cofferdams as follows:*  
**N<sup>o</sup> 1 hold into 4 tanks; 2 P + 2 S; N<sup>o</sup> 2 hold into 4 tanks; 1 P, 1 S + 2 centre; N<sup>o</sup> 3 hold into 3 tanks; 1 P, 1 S + 1 centre, & a pump room; Port deep tank (aft of E.R.) into a cofferdam & Star deep tank into a pump room; N<sup>o</sup> 4 hold into 3 tanks; 1 P, 1 S + 1 centre; N<sup>o</sup> 5 hold into 4 tanks; 2 P + 2 S, & a cofferdam. Trunks are fitted in way of hatches between weather & second decks**

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		BULKHEADS		ENGINE ROOM SKYLIGHTS		COPPER, OR Y.M.	
Decks	<b>good</b>	Bulkheads	<b>good</b>	Engine Room Skylights	<b>good</b>	Copper, or Y.M.	<input checked="" type="checkbox"/>
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Feet.)	<input checked="" type="checkbox"/>
Coamings	"	Cement or Asphalt	<b>cement</b>	Oil Bunkers	<b>NONE</b>	When fitted, Month	Year
Beams & Fastenings	"	Rudder	<b>good</b>	Scuppers	<b>good</b>	Boats	<b>good</b>
Outside Plating	"	Steering gear and its connections	<b>good</b>	Cargo Hatchways	"	Masts, Yards, &c.	<b>good</b>
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	<b>from aloft</b>
Frames	"	Have pumps been examined and found efficient?	<b>yo.</b>	Planking		(State if wedges removed.)	<b>at</b>
Reverse Frames	<input checked="" type="checkbox"/>	Have Sluice Valves been examined and found efficient?	<input checked="" type="checkbox"/>	Caulking		Equipment letter	<b>at</b>
Longitudinals	<input checked="" type="checkbox"/>	Have Watertight Doors been examined and found efficient?	<b>NONE</b>	Treenails		Anchors, No. of	<b>2 B 15</b>
Transverses	<input checked="" type="checkbox"/>	Have Ventilators and their Coamings been examined and found efficient?	<b>yo</b>	Breasthooks & Stemson		Cables (State if now ranged)	<b>NEW</b>
Floors	<b>good</b>	Air and Sounding Pipes	<b>yo</b>	Transoms, Pointers & Crutches		" length	<b>225</b> mean diam. <b>2 1/2</b>
Decks	<b>good</b>	Doubling Plates under Sounding Pipes	<b>yo</b>	Timbers of Frame at openings		" Rule length	size
Stringers	<b>good</b>			" " at other places		Chain Locker	<input checked="" type="checkbox"/>
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	<b>good</b>
Have the Tanks been examined internally	<b>yo</b>			Sealing		Standing and Running Rigging	"
Have the Tanks been tested?	<b>yo</b>			(State if examined.)		Sails	<input checked="" type="checkbox"/>

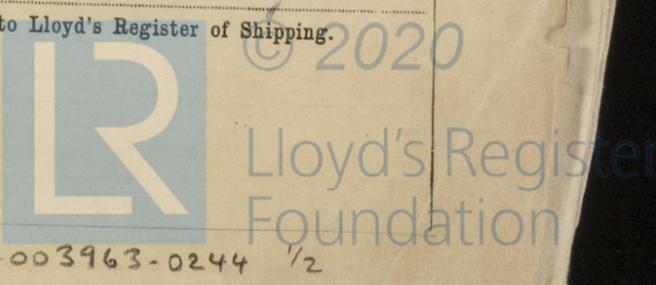
General Observations, Opinion as to Class, Recommendation, &c.:-

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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

*This vessel is in good condition & eligible, in our opinion, to be classed 100 A.1. with freeboard & special notation "Carrying homogeneous cargo of petroleum in bulk"*

Survey Fee (per Section 20)	<b>1<sup>st</sup> Entry £ 50.00</b>	Fees applied for,	<b>Oct. 6 1942</b>
CLASS	<b>£ 900.00</b>	Received by me,	<b>19</b>
Special Damage or Repair Fee (if any) (per Sec. 20)	<b>£ 950.00</b>	<b>e. Macpherson &amp; A. W. ...</b>	
Surveyor's Fee (if any)	<b>£ 100.00</b>	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute **FRI. 12 FEB 1943**  
 Character Assigned **See Ind. J.E. 5718**



HULL OF S.S. "POINT PELEE POINT"

For record purposes the number of W. T. bulkheads remains unaltered. Complete pumping arrangements have been fitted for dealing with the cargo oil also small stripping pumps for dealing with tunnel well, double bottom tanks, tween decks in way of cargo tanks, & cofferdams. The pumping arrangements in the machinery space are separate & distinct from those outside.

Cofferdams have been formed between the N°1 cargo tanks & the chain locker also between the midship provision store & the cargo tanks beneath.

The tunnel between the stowhold & N°3 hold (now forward pump room) has been efficiently plated over & made water-tight.

The ventilation of the tween decks in way of the cargo tanks also the ventilation of & access to the pump rooms are satisfactory.

Air sounding pipes have been fitted as required by the Rules.

The cargo hatchways have been plated over efficiently & bolted manhole doors fitted at access openings.

Access to the side tanks is provided by square <sup>(circular casing on main deck)</sup> trunk(s) carried up from the second deck to 36" above the weather deck.

Freeboard marks verified & verification form forwarded.

*all*

Vessel completely examined throughout. See letter 30.6.43  
windlass & steering gear satisfactorily tested under working conditions. See letter 30.6.43

