

Rpt. 8.

B.C.

(Received at London Office 18 JUN 1951)

No. 8565

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th May, 1951 When handed in at Local Office 4th May, 1951 Port of Montreal, P.Q.

No. in Reg. Book Survey held at Kingston, Ont.

Date, First Survey 11th January, Last Survey 16th April, 1951
(No. of Visits 6)58270 on the ~~Woodstock~~ Steel S.S. "ELGIN"

YEAR MONTH

TONNAGE:—

Built at Newcastle

By whom Swan, Hunter & Wigham Richard-son Ltd.

When 1923

4

GROSS 1906

Owners Canada Steamship Lines Ltd.

Owners' Address —

(If not already recorded in Appendix to Register Book)

UNDER DK. 1577

Managers —

Port belonging to Montreal

NET 1123

Surveyed Afloat or in Dry Dock? Afloat & Dry Dock Name of Dock Kingston Dry Dock

Destined Voyage —

Cell DBor DBa feet; uE & B feet; f feet }
total capacity tons. FPT tons; APT tons; MT tons }

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

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. 8508 Port

(Periodical Surveys, when held, must be reported in detail and serialim 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. See also Montreal Report 8508.

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.

Damage Report attached herewith.

Was a damage report made by anyone else? If so, by whom? Yes. Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, COMPLETION PERIODICAL LAKE SS and ANNUAL SURVEY and DOCKING

DAMAGE:— Stated to have occurred by striking shipyard Coal Dock on 23rd January, 1951 whilst being towed by tug

"ASHTABULA" from Canadian Shipbuilding and Engineering Ltd., sheerleg berth to Canada Steamship Lines shed at Kingston, Ont.

NOW DONE:— Vessel placed in dry dock. (Plates numbered from forward end)

Shell plates E10 and F11 port side cropped and part renewed.

Internally in way of above 5 side frames cropped, faired and replaced, 3 side frames faired in place.

Bunker bulkhead wing plate cropped and part renewed.

Shell plates and bunker bulkhead wing plate hosed tested on completion and found tight.

(cont'd.)

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed	2	—						
Removed and Faired or Repaired	—	5						
Faired or Repaired in place	—	3						

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	Good	Ceiling (Bilge only)	Good	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	—	Oil Bunkers	—	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, XXX &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained (State if wedges removed)	From deck
" " in way of sidelights	—	Windlass	Good	Hatches	Good	Equipment letter	C 27/16
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	—	Anchors, No. of	3
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	No
Longitudinals	—	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	" length (on board)	Stated mean diam.
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" Rule length	Complete size
Decks	—	Air and Sounding Pipes	Yes	Transoms, Pointers & Crutches	—	Chain Locker	—
Beams	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	Hawser & Warps	Sufficient
Frames	—			" " at other places	—	Standing and XXX Rigging	Good
Reverse Frames	—			Stringers, Clamps & Shelves	—	Sails	—
Longitudinals	—			Salting (State if examined)	—		
Transverses	—						
Decks	—						
Beams	—						
Frames	—						
Reverse Frames	—						
Longitudinals	—						
Transverses	—						

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 in good condition and eligible in my opinion, to remain as classed and to have record of

Docking Survey 4,51 and the record of Lake SS 1,51, as previously recommended, and A.S. 4,51.

Survey Fee (per Section 28)	21 50	Fees applied for	
Special Damage or Repair Fee (if any) (per sec. 28)	3 50	Received by me,	
Travelling Expenses (if chargeable)	84 00		
Second Surveyor's Fee (if any)	21 00		

Committee's Minute THURS 28 JUN 1951

Character Assigned

4,51 Ken

AS 4,51 Lake SS 1,51 MBS * 4,51

Blr. 5, 4,51

msp 4,51

NB * 2,41

NB * 4,51

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004591-004595-0011 1/2

Bottom and side shell examined, rudder (nut lifted) and stern frame examined and found in good condition.

NOW DONE FOR COMPLETION OF PERIODICAL DRY DOCKING SURVEY

Coal bunkers emptied, steelwork examined and found or placed in good condition.

During the Winter lay up, the two scotch boilers were removed and a single ex

Corvette scotch boiler was installed together with a new vertical donkey boiler.

FOR ANNUAL SURVEY

NOW DONE:- Cargo holds, machinery spaces examined, bilge ceilings part removed and bilges examined and the structure including inner bottom plating found in good condition.

Examined decks, casings, masts, rigging and outfit, windlass, air and sounding

pipes, steering arrangements including the gear, watertight doors, ventilators and

hatchway coamings, hatch covers, tarpaulins and all their supports and all found or

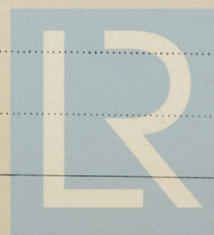
placed in good condition.

No hand pumps fitted.

Load Line Renewal Survey carried out, report forwarded.

GRAIN SURVEY:- carried out at this time in accordance with Grain Underwriters' requirements for the Carriage of Grain.

L. M. Mathis



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