

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *Nov 28* to *30* When handed in at Local Office *Nov 28* 19*38* Port of *Vancouver B.C.*No. in  
Reg. Book.Survey held at *Vancouver*Date, First Survey *Nov 8*Last Survey *Nov 26*19*38*(No. of Visits *12*)

TONNAGE:-

GROSS *400*UNDER DEK. *260*NET *209*Built at *Sorel P.Q.*By whom *Marn's Industries Inc.*When *1938*

MONTH.

Owners *Imperial Oil Shipping Co.*

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers *H. J. Lathes.*Port belonging to *Vancouver*Surveyed Afloat or in Dry Dock? *N. S.*Name of Dock *P.C. Mann*Destined Voyage *Coastwise*

WB=Cell DBor DBa

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No.

Port

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

CHARACTER.

\* for Special Survey.

Date of last Survey and of Periodical Surveys.

Name Assigned

now expired.

Machinery and Boiler

Surveys

(including date of N.B., if any).

*100 A1 Class**Outfit complete**Carrying per in bulk**British Columbia**Service*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.)

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

*Report attached.*Was a damage report made by anyone else? If so, by whom? *Sal. George, London.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*Damage (a) Due to Stranding. Nov 1 & 2 1938 at Otter Bay, Vancouver Island**(b) Heavy weather July 2 & 14. 1938**Damage A. Vessel heeled on dry dock. Bottom & rudder cleaned & examined & coated.**Rudder removed and alignment checked.**New upper olive fitted. (LLOYDS No 430. 25.11.38. R.K.). Coupling renewed. New bolts fitted.**New olive bush in bottom fuzeon. upper bearing overhauled. Carrier bearing overhauled.**New case from lead plate fitted to steering engine. Engine overhauled throughout.**fitted in for alignment & tested under working conditions.**New H section Hancock fitted in E. Room.**2 fractures in Columbia plating repaired by E. W.**1 Lost pipe in Columbia re welded.*

## SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

*1**Rudder olive new.**upper 20 fractures. E. W. in Shell.*

## PRESENT CONDITION OF THE

Decks	<i>Good</i>	State if Tanks have been examined inside	<i>YU</i>
Caulking of Decks	<i>Good</i>	State if Tanks now tested	<i>YU</i>
Coamings	<i>Good</i>	Bulkheads	<i>Good</i>
Beams & Fastenings	<i>Good</i>	Ceiling	<i>Good</i>
Outside Plating	<i>Good</i>	Cement or Asphalt (State which.)	<i>Good</i>
" " in way of sidelights	<i>Good</i>	Rudder	<i>Good</i>
Breasthooks	<i>Good</i>	Steering gear and its connections	<i>Good</i>
Transoms	<i>Good</i>	Windlass	<i>Good</i>
Frames	<i>Good</i>	Have pumps now been examined and found efficient?	<i>Good</i>
Reverse Frames	<i>Good</i>	Have Sluice Valves now been examined and found efficient?	<i>Good</i>
Longitudinals	<i>Good</i>	Have Watertight Doors now been examined and found efficient?	<i>Good</i>
Transverses	<i>Good</i>	Have Ventilators and their Coamings been examined and found efficient?	<i>YU</i>
Floors	<i>Good</i>		
Keelsons	<i>Good</i>		
Stringers	<i>Good</i>		
Inner Bottom Plating	<i>Good</i>		

Air and Sounding Pipes

Dbng. Plates under Sounding Pipes

Engines Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treennails

Breasthooks &amp; Stemson

Transoms Pointers &amp; Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps &amp; Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on felt)

When put on, Month

Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

" length

" length (on board)

" Rule length

Hawser &amp; Warps

Standing and Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4, or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss. No. 1-24 and ptnd 24, &c."

*This vessel is Eligible in my opinion to be classed +100 A1. Carrying per in bulk for British Columbia Service, and record of Survey. 11. 38.*

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

*Nov 28 1938*

Received by me,

*1938*

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

*White Star**White Star**White Star**White Star**White Star**White Star*

TUE 24 JAN 1939

*+100 A1**Carrying per in bulk**British Columbia Coastwise Service**+ Limb. 12. 37 Subject**oil inf. Cl.**Date of build**12. 37*

TUE 9 MAY 1939

*White Star**White Star**White Star**White Star**White Star**White Star**White Star*

007246-007256-029012



## M.V. 'BEECEELITE'

Damage B.

Shells Plate A3 - p. Side. After part renewed for 10 feet.

on account of poor access for welding. Angle frame side riveted to the floor, and also riveted to new plate.

Beams & bulk of new plate Electrically welded.

The following fractures in Shell plating. Keel cut, and repaired by Electric Welding and 10 tons afterwards tested.

K2 from aft. 2 Small transverse fractures at p. beam and one longitudinal fracture at p. beam.

p. Side. A4. one fracture at outboard beam. 2-6" long.

A7. Two small transverse fractures (3" long) near keel plate.

B3. Two very small longitudinal fractures at after bulk.

C1. Three small fractures, 2 at after bulk & one at fore bulk (3" long).

D4. One small longitudinal fracture near sea suction.

S. Side. A5. One fracture 3-6" long close to outboard beam. (longitudinal).

B4. one small transverse fracture starting at outer beam

C2 one longitudinal fracture (2'0") near inboard beam & sea suction.

one do do (small) near after bulk.

C3 one fracture (cross transverse) 2'0" long at middle of length.

D3. one fracture at middle of length on after side of sea suction (24")

D4. one fracture 4 feet long. longitudinal near inboard beam.

Note The after part of A3 part has renewed owing to 13 small cracks, all transverse, commencing at the welding of beams.

Bilge Suction Suction mix. non. return tube now fitted from pump forward to cargo hold forward.