

ing or Shelter Deck,
Pt. Awning Deck.

STEEL STEAMER.

No. 1600

State if Report is also sent on the Machinery of the Vessel.

Montreal Date of completion of Report Oct. 6. 1918 Received at London Office WED. 20 NOV. 1918
eld at Lauzon Inc. Date, First Survey Last Survey Oct. 4. 1918

ate if Single, Twin, or Triple Screw For & Aft Saw Machinery "Canora" Rig

E under 1900.91 CLASS A-Train Ferry FEET. Master N. Mc Kay.

Deck... 31.39 Breadth (greatest moulded) 52.0' Year of Appointment (1) As Master in service of owner of present vessel: 191.8 (2) As Master of this vessel: 191.8

der Upper Dk. 1932.00 Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 20.6'

Qr. Dk. 28.97 Deduct height of 'tween deck when this does not exceed 8ft. 72.5'

idge House 343.67 Transverse Number 1932.00

uses on Deck Side 42.84 Length on deck from fore part of stem to after part of sternpost 294.0'

ess of Hatchways 35.28 Longitudinal Number 213151

Crown of Room 2382.66 Depth "d" at middle of length. See Secs. 2 & 13. 18'10"

nnage 2383 Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 14.3

Space 2383.35 " " " Upper Deck at side to top of keel 7.63

Crown of Room 2383.35 " " " Upper Deck at side to top of keel 7.63

FOR FEES... 1442.35 " " " Upper Deck at side to top of keel 7.63

ine Room 1442.35 " " " Upper Deck at side to top of keel 7.63

igation Spaces 1442.35 " " " Upper Deck at side to top of keel 7.63

r Tonnage 930.31 Destined Voyage Vancouver B.C. If Surveyed while Building, Afloat, or in Dry Dock Yes

on Beam... 930.31 Destined Voyage Vancouver B.C. If Surveyed while Building, Afloat, or in Dry Dock Yes

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S.S. Car ferry "Canora"

Damage stated sustained through collision with the S.S. "Lillian" on the 7th of August 1918.

Repairs now done:—

Shell Plating

Starboard Side	Bulwark Plates No. 1.	Removed & faired
	" No. 2	Renewed
	N Stake Nos 1 & 2	Renewed
M "	No. 1.	Removed and faired
L "	No. 2 & 1	Renewed
K "	No. 1.	Removed and faired
	No. 2.	Renewed
Starboard Side	No. 1 & 2	Renewed
H "	No. 1.	Renewed
G "	No. 1.	Renewed
	No. 2.	Removed & faired
F "	No. 1.	Faired in place

Gutting plates in way of Anchor Pockets removed and faired

Oak Fender & shell angles removed in way of damage and faired

Fender Face plate removed and faired

Port Side N Stake No. 1. Renewed

P & S. Anchor Pockets Renewed

Starboard Hawse Pipes Renewed

Side Frames Starboard Nos 3, 4, 5, 6 & 7. Renewed

Above Bar Deck " 8 & 9 Removed & faired

Deck Plating. Main Deck Breast Plate Removed & faired

No. 1. Stringer Plate Renewed

Centre Stake No. 1 Removed faired & replaced.

A	"	1	"	"
B	"	1	"	"

Shell Deck Breast Plate Renewed

Centre Stake No. 1. "

A	"	1	"
B	"	1	"

B	"	2	Removed faired & replaced
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Side Frames under Bar Deck Starboard Nos 3-6 & 7 Renewed

8 & 9 Removed & faired

Cracked and part removed with efficient butt straps.

Above Shell Deck. One section bulwark angle Starboard. Renewed

" " " " Port Faired in Place

Two Pairs of mooring Bitts Renewed.

Bulwark breast plate Removed & faired

One section deck stringer angle. One Bulwark bracket } Renewed.

Two ke plates & three wooden girdings

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) / Deck Steel.

Official No. 138800; Signal Letters

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Painted. Painted. Outside Painted.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	10.0	10.0
Double bottom, under Engines and Boilers,			After peak tank,	10.0	10.0
Double bottom, if under Engines only,			Deep tank, aft,	24.0	263.0
Double bottom, if under Boilers only,			Deep tank, forward,	24.0	270.0
Double bottom, forward,			Other tanks, if fitted, 2 Trimming Tanks in E.R. R 13.		62.0 each
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No.

Date

No. 307 in builder's yard.

Dates of Surveys held while building

1916 July 4, 29 Aug 23, Oct 26, Nov 9, Dec 8-11, 1917 Jan 17, Feb 2, Mar 2, April 13, 17, May 3, 16, 25, 29, Apr 26, Oct 27, Nov 12, Dec 8, 1918 Jan 8, 25, Feb 12, Mar 7, 27, April 16, 2, May 17, June 4, 13, 14, 19, 20, 27, 28, July 4, 10, 20, 27, 30, Aug 8, 15, 22, 27, Sept 7, 13, 22, 25, Oct 4

Total No. of Visits 51

Surveyor's Signature

N. J. Alderson

Port of Montreal Continuation of Report No. 1600 dated Oct. 6. 1918 on the
S. S. "Canora"

<u>Under Steller Deck</u>	One long side stinger (angles)	Renewed
	Two " " intercostal plates	"
	Four " " angle clips	"
	Five " " " "	Removed & Fair
	Main Deck stinger angle one length	Renewed
	Bottom Frame Brackets Four	Renewed
	Breast Hook	Renewed
	One stinger tie plate	Renewed
	Stinger tie angle to main beam	Renewed
<u>Stellar Deck Beams</u>	Nos 1 & 2	Renewed
	No 3	Faired in place
	Three beam knees	Renewed

Under Main Deck

Deck Beam No. 4.	Renewed
" " Bracket No. 4	Renewed
" " " No. 5.	Removed & faired

Main Deck aft. Hinged Hatch cover to Steering
Engine space & hinges

Removed & faired

All riveting and caulking in way of the damage overhauled and made good. All the repairs were hose tested and found to now make tight.

Fee \$ 150 00

Exp 69 50

Applied For Sept. 25. 1918

Received by me Oct. 1. 1918

W. J. Alderson