

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th Feb. 1951. When handed in at Local Office 15th Feb. 1951. Port of Quebec, P. Q.
 No. in Reg. Book 55700 Survey held at Quebec & Lauzon Date, First Survey 2nd February Last Survey 13th February 1951
 (No. of Visits Seven)

on the ~~WOODEN~~ **Steel** Single Screw Steamer "CITE DE QUEBEC"

TONNAGE:— Built at Glasgow By whom Napier & Miller Limited When 1930 MONTH 9

GROSS 1259 Owners La Traverse de Lévis Ltée. Owners' Address
 (If not already recorded in Appendix to Register Book)

UNDER DK. 1248 Managers Port belonging to Quebec

NET 467 Surveyed Afloat and in Dry Dock? Champlain Dry Dock Name of Dock Afloat Shed 26 Quebec Destined Voyage

CellID BorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons } 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. 8429. Port Mtl.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any)
*160 A- 8,50	*L.M.C. 8,46
SS Qbc. 8,46	BS 9,49 11.50
	TS(CL) 8,50

For Ferry service between Quebec and Levis. **EVERY FOUR YEARS**

(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 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.

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. Dmg Rpt. and

Interim Certificate attached. Was a damage report made by anyone else? If so, by whom? Yes. Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused through vessel grounding at Point Quimet, Levis, P. Q. on the 1st February, 1951 whilst working in ice on a regular Ferry Voyage between Quebec and Levis, P. Q.

For further particulars please see Vessel's log book and copy of special damage report attached.

DOCKING NOW DONE:— Vessel placed in dry dock, bottom and rudder cleaned, examined found or placed in good condition. Rudder lifted, rebushed and refitted. Decks, casings, houses, hatchways, ventilator coamings, deck and general equipment examined and found satisfactory.

DAMAGE REPAIRS:— in way of stern frame, rudder post and rudder, Fractured rudder post removed, tested for alignment, replaced & thermit welded at sole piece to stern frame. Sternframe cut back 6" from top scarp. (cont'd)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								Rudder Stock, Pintles and bushes
Removed and Fair'd or Repaired								Part Rudder Post, Thermit welded.
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		
Decks Part examined good	Bulkheads Parts examined good	Engine Room Skylights good
Caulking of Decks " " "	Ceiling " " "	Coal Bunkers, Openings, Covers, &c. Part Exam.
Coamings " " "	Cement or Asphalt " " "	Oil Bunkers " "
Beams & Fastenings " " "	Rudder " "	Scuppers good
Outside Plating " " "	Steering gear and its connections " "	Cargo Hatchways " "
" " in way of sidelights " "	Windlass " "	Hatches " "
Frames Part examined good	Have pumps been examined and found efficient? " "	Planking " "
Reverse Frames " "	Have Sluice Valves been examined and found efficient? " "	Caulking " "
Longitudinals " "	Have Watertight Doors been examined and found efficient? " "	Treenails " "
Transverses " "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson " "
Floors " "	Air and Sounding Pipes Yes	Transoms, Pointers & Crutches " "
Keelsons " "	Doubling Plates under Sounding Pipes Yes	Timbers of Frame at openings " "
Stringers " "		" " at other places " "
Inner Bottom Plating Part examined good		Stringers, Clamps & Shelves " "
Have the Tanks been examined internally? No		Siding (State if examined) " "
Have the Tanks been tested? No		Copper, or Y.M. (State if on Felt.)
		When fitted, Month Year
		Boats good
		Masts, Yards, &c. "
		Condition, how ascertained from deck (State if wedges removed)
		Equipment letter
		Anchors, No. of
		Cables (State if now ranged) not ranged
		" length (on board) mean diam.
		" Rule length size
		Chain Locker
		Hawsers & Warps sufficient
		Standing and Running Rigging good
		Sails

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 at present classed with fresh record of Survey 2,51 subject to rudder post of stern frame (Thermit Weld 2,51) being again examined next dry-docking.

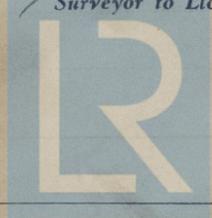
Survey Fee (per Section 28) Damage	\$ 140.00	Fees applied for, Feb. 27, 1951
Special Damage or Repair Fee (if any) (per sec. 28)	\$:	
Travelling Expenses (if chargeable) Sun. Fee 4th Feb.	\$ 30.00	
Second Surveyor's Fee (if any)	\$ 6.50	

Received by me, 19

TUES. 17 APR 1951

Committee's Minute
 Character Assigned Deferred for copy S.S. Int assign 2,51 Qbc.

J. J. J. J.
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

Is Certificate required? If so, to be sent to

DAMAGE REPAIRS CONT'D: New cast steel piece machined and fitted as part of top scarp.

Thermit welded in place and scarp re-riveted. It is recommended that this welding be specially examined at the next dry docking.

Rudder stock renewed and fitted to existing rudder.

All coupling bolts renewed. (Stock identification Lloyd's 2168 JS 26-8-38).

Rudder pintles and bushes all renewed.

Rudder steady bearing, buffer spring rod, and brake lining renewed.

Rudder stops renewed.

On completion of repairs satisfactory steering trials carried out.

S. R. LIST NO. 111 Rudder post of stern frame etc. (T.W. 9,43) specially examine next dry docking.

This welding was specially examined at this time and found to continue efficient and it is recommended the entry be now deleted from S. R. L.

D. Galt



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