

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd. Aug. 1946. When handed in at Local Office 23rd. Aug. 1946 Port of QUEBEC, P.Q.

No. in Reg. Book. Survey held at LAUZON, P.Q. Date, First Survey 3rd. June Last Survey 20th. August 1946

on the Wood Iron or Steel Single Screw Steamer "CITÉ DE QUEBEC" (No. of Visits Eleven)

TONNAGE:— Built at GLASGOW By whom NAPIER & MILLER When 1930 9

GROSS 1259 Owners LA TRAVERSE DE LEVIS LTEE. Owners' Address -

UNDER DK 1248 Managers - do - (if not already recorded in Appendix to Register Book).

NET 467 Port belonging to QUEBEC

Surveyed Afloat or in Dry Dock? BOTH Name of Dock Lorne Dry Dock Destined Voyage --

Cell DBor DBa feet; uE&B feet; f feet Louise Basin, afloat.

total capacity tons. FPT tons; APT tons; MT feet tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 6792 Port MTL

(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.

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100A- for	L.M.C. 9,43
Ferry Service	B.S. 8,45
between Quebec	T.S. (CL) 4,45
& Levis.	
5,45	
Examined 5,45	
SS Qbc. No. 2-39	

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. - ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, ALTERATIONS & REPAIRS.

NOW DONE:— Vessel placed in dry dock bottom & rudder cleaned, examined now satisfactory and re-coated.

Hold, tween decks, accommodation spaces and coal bunkers examined and now satisfactory.

Fore peak and after peak examined internally, tested and found satisfactory.

Forward and after ballast tanks examined internally, tested and found satisfactory.

Decks, casings, ventilators, small hatches, coamings, machinery spaces, structure under boilers and ash shoot examined and now satisfactory.

Mast and rigging examined and found satisfactory.

Windlass and steering gear and emergency gear, examined and found satisfactory.

(Cont'd Page 2)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1	-	-	-	-	-	-	See rpt.
Removed and Fair'd or Repaired	1 part	4 part	-	-	-	-	-	
Fair'd or Repaired in place	8	1	-	-	-	-	-	
	7	9	-	-	-	-	-	

PRESENT CONDITION OF THE		PRESENT CONDITION OF THE		PRESENT CONDITION OF THE		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	-	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	-	Scuppers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	small Hatchways	Good	Masts, Y.M.C.	Good
Outside Plating	Good	Steering gear and its connections	Good	Hatches	Good	Condition, how ascertained	from deck
" " in way of sidelights	Good	Windlass	Good	Planking	-	(State if wedges removed.)	
Frames	Good	Have pumps been examined and found efficient?	Yes	Caulking	-	Equipment letter	-
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Treenails	-	Anchors, No. of	-
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches	-	" length	mean diamr.
Floors	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings	-	" Rule length	size
Keelsons	Good	Doubling Plates under Sounding Pipes	-	" " at other places	-	Chain Locker	Good
Stringers	Good			Stringers, Clamps & Shelves	-	Hawsers & Warps	Good
Inner Bottom Plating	-			Salting	(State if examined.)	Standing Rigging	Good
Have the Tanks been examined internally?	Yes					Sails	-
Have the Tanks been tested?	Yes						

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 now in an efficient condition and eligible in my opinion to remain as at present classed in the Register Book, with fresh record of Survey 8,46 and to have notation of S.S. Que. 8,46, subject to Rudder post of stern frame (T.W. 9,43) being specially examined at next dry docking.

Survey Fee (per Section 29)	\$ 202.00	Fees applied for, Aug. 26 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	\$ 3.00	Received by me, 19
Travelling Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Surveyor to Lloyd's Register of Shipping.

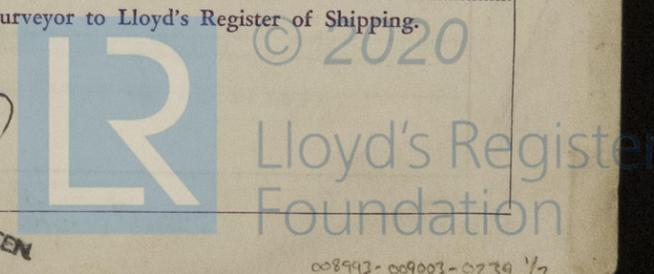
Committee's Minute
Character Assigned

TUES. 8 OCT 1946

8,46 2bc subject
S.S. 2bc - 8,46

S. 6,46 + LMC 8,46 without ote cond

CERTIFICATE WRITTEN



NOW DONE CONTD:-

Anchor and cable ranged, examined and found satisfactory.
 Chain Locker examined and found satisfactory.
 W.T. door, hand pumps (2) and general equipment examined and found satisfactory.
 Shell plating under side scuttles examined and found satisfactory.
 Wood sheathing on car deck part removed, steel deck examined and found satisfactory.

REPAIRS WEAR & TEAR:-

Rudder lifted and locking pintle renewed.
 Steering gear overhauled, tried out and now satisfactory.
 Ash shoot part renewed.
 A number of side scuttles overhauled.
 A few minor deck repairs effected.

ALTERATIONS:-

Form of Vessel at stem changed slightly to suit ice conditions, as Follows:-

Stem bar released from upper scarp down to bottom scarp to bar keel, removed, stem bar re-set aft slightly, to new line.
 Existing frames (P & S) forward 5 in number each side cropped, and part removed re-set to suit change of form and replaced.
 Two side stringers in way refitted to suit form.
 4 frame brackets to stringers, (P & S) renewed.
 Existing breast hooks, cut to suit, and replaced.
 Shell plate "A" Strake No.1 cropped between 88 & 89 part renewed.
 " " "E" Strake No.1 renewed (P & S)
 " " "F" Strake No.1 cropped and part renewed (P & S).

On completion of alterations fore peak tested and found satisfactory.
 Copy of Approved Plan of above alterations herewith attached to this Report.

REPAIRS (PREVIOUS DAMAGES) PORT SIDE IN WAY OF ENGINE ROOM:

"F" Strake Forward plate removed, faired & replaced.
 After plate faired in place.
 "G" Strake Forward plate faired in place.
 After plate faired in place.

Four main frames in way cropped, part removed faired and replaced.
 One main frame in way faired in place.
 On completion of repairs shell in way hose tested and found satisfactory.

PORT SIDE AFT:- Superstructure plating - numbered from Aft.

"H" Strake No. 1 removed, faired and replaced.
 No. 2 renewed.
 No. 3 faired in place.
 "J" Strake Nos. 3, 4, 5 & 6 removed, faired and replaced.
 "K" Strake Nos. 2 and 3 faired in place.

Six frames and brackets to deck faired in place.
 Deck stringer angle faired in place.
 Five window frames and glasses renewed.
 One mooring pipe and doubling plate removed and refitted.
 Wood panelling and seat in way removed for access, and partly renewed, when damaged.
 Steam heating piping in way removed for access, refitted and tested.
 On completion of repairs superstructure in way hose tested and found satisfactory.

STARBOARD SIDE AFT: Superstructure plating - numbered from aft.

"H" Strake No.4 cropped, part removed, faired and replaced,
 Butt veed out and E.W.
 "J" Strake Nos. 7 & 8 removed, faired & replaced.
 "K" Strake No.3 faired in place.

Top plate on fender in way, faired in place.
 One frame, removed, faired and replaced.
 Two frames, faired in place.
 One window frame and glass renewed.
 Wood panelling and seat removed and part renewed.
 Two scupper pipes removed for access and replaced.
 On completion of repairs superstructure in way hose tested and found satisfactory.

S.R. LIST:- Special Survey completed at this time.

Rudder post of Stern frame &c. (T.W.9,43) specially examined at this time and found to continue efficient.
 Set in F & G Strake plating and frames in way E.R. (p.s.f.) and superstructure plating (s.s.a.) and H.J. & K strakes (p.s.a.) and frames having been dealt with at this time, it is submitted that these items may now be deleted from the Special Reasons List.

R. D. Campbell

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.