

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th Oct. 1946 When handed in at Local Office 29th Oct. 1946 Port of QUEBEC, Que.

No. in Reg. Book 55811 on the ~~Woodcock~~ Steel Single Screw Steamer "CITE DE LEVIS" Survey held at Lauzon, Que. Date, First Survey 3rd June Last Survey 28th Oct. 1946 (No. of Visits 8)

TONNAGE: Built at Glasgow By whom Napier & Miller Ltd. When 1930 9
GROSS 1259 Owners La Traverse de Levis Ltee. Owners' Address --
UNDER DK. 1248 Managers La Traverse de Levis Ltee. (if not already recorded in Appendix to Register Book).
NET 467 Lorne Dry Dock Port belonging to Quebec

Surveyed Afloat or in Dry Dock? Both Name of Dock Louis Basin - Afloat Destined Voyage --

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

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. 6742 Port Intl.

(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.

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A-	✠ L.M.C. 11,43
For Ferry Service between Quebec and Levis 5.45	B.S. 6,45 T.S.(C.L.) 4,45
ss Qbc. No. 3-5,42	

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 DAMAGE - SPECIAL SURVEY - ALTERATIONS & REPAIRS

DAMAGE:- Stated to have been sustained through vessel coming in contact with Ferry Landing Wharfs due to ice conditions during winter season of 1945-1946.

On examination of vessel in dry dock found, on port side superstructure plating numbers from aft, "H" strake No. 3 plate, "J" strake No. 8 plate set in, 3 side frames in way, set in, two wood window frames and glasses broken, heavy wood fender badly crushed over a length of 20'-0", top and bottom plates on fender badly buckled.

Heavy face plate in way of above set in and buckled in places.

On starboard side "G" strake Nos. 3 and 4 plates set in 4 side frames in way set in. One side scuttle in way of above broken.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	-	-	-	-	-	-	-	
Removed and Faired or Repaired	1	7	-	-	-	-	-	
Faired or Repaired in place	2	-	-	-	-	-	-	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felly)	
Decks	Good		Good		Good		When fitted, Month Year
Caulking of Decks	Good	Ceiling	--	Coal Bunkers, Openings, Covers, &c.	Good		
Coamings	Good	Cement or Asphalt	--	Oil Bunkers	--		
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained (State if wedges removed.)	examined aloft None
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	/	Equipment letter	--
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking	/	Anchors, No. of	--
Longitudinals	--	Have Watertight Doors been examined and found efficient?	Yes	Treenails	/	Cables (State if now ranged)	
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	/	" length (on board) mean diamr.	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	/	" Rule length -- size --	
Keelsons	Good	Doubling Plates under Sounding Pipes	--	Timbers of Frame at openings	/	Chain Locker	Good
Stringers	Good			" " at other places	/	Hawsers & Warps	Good
Inner Bottom Plating	--			Stringers, Clamps & Shelves	/	Standing Rigging	Good
Have the Tanks been examined internally?				Saling (State if examined.)	/	Sails	--
Have the Tanks been tested?							

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 10,46 and to have notation of S.S. Que. 10,46.

Survey Fee (per Section 29)	S.S.	\$202.00	Fees applied for, NOV 25 1946
Special Damage Repair Fee (if any) (per Sec. 29)		\$40.00	Received by me, 19
Alterations		\$40.00	
Travelling Expenses (if chargeable)		\$3.00	
Second Surveyor's Fee (if any)			

A. D. Campbell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

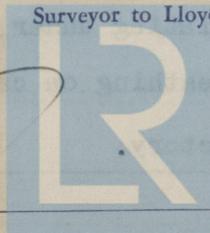
WED. 18 DEC 1946

10,46 2bc. without spl. edn.

S.S. 2bc - 10,46 + LMC 10,46

5.6.46

CERTIFICATE WRITTEN



Lloyd's Register Foundation

8/6990.

Rpt. No. 8.

Port of QUEBEC, Que.

Continuation of Report No.

dated 28th October, 1946 on the

PERMANENT REPAIRS EFFECTED:- Port Side - Numbers from aft.

"H" strake No. 3 plate, cropped, part removed, faired and replaced.
 "J" strake No. 8 plate, removed, faired and replaced.
 3 side frames in way of above, cropped, part removed, faired and replaced.
 2 wood wind frames part renewed - 2 window glasses renewed.
 Heavy wood fender renewed over a length of 20'-0".
 Top and bottom plates on fender, part renewed and part removed, faired and replaced.
 Heavy face plate on fender, 40'-0" long removed, faired and replaced.

Starboard Side - Number from aft.

"G" strake No. 3 plate, faired in place.
 "G" strake No. 4 plate, faired in place.
 4 side frames in way of above, cropped, part removed, faired and replaced.
 One side scuttle in way removed and hole blanked off by spigot patch E.W.
 On completion of above repairs superstructure and shell in way hose tested and found satisfactory.
 Wood panelling seats and steam heating pipes removed for access, replaced and all new and disturbed work re-coated.

SPECIAL SURVEY:-

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

Holds, tween decks, accommodation spaces and coal bunkers examined and found satisfactory.

Decks, casings, ventilators, small hatches coamings, machinery spaces,

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	Kedge															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					
						Cwts.	qrs.			lbs.				Fathoms.

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.
 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 and steel deck examined and found satisfactory.

(Bont'd)

S.S. "CITE DE LEVIS"

REPAIRS - WEAR & TEAR:- Rudder lifted examined and found satisfactory.

A number of side scuttles overhauled.

A few minor deck repairs effected.

ALTERATIONS:- Form of vessel at fore end changed 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 re-fitted 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 and 89 frames, part renewed (P & S).
 Shell plate "E" strake No. 1 renewed (P & S).
 Shell plate "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.

NO. 6905 Montreal.

S.R. LIST:- Indented plating. This item having been dealt with at this time, may now be deleted from the Special Reasons List.

R. D. Campbell
 SURVEYOR TO LLOYD'S REGISTER.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

