

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 Survey held at Lauzon, Que. Date, First Survey 3rd June Last Survey 28th Oct. 1946 (No. of Visits 8)

on the ~~Wooden~~ Steel Single Screw Steamer "CITE DE LEVIS"

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; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT 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.

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 Fair'd or Repaired	1	7	—	—	—	—	—	
Fair'd or Repaired in place	2	—	—	—	—	—	—	

PRESENT CONDITION OF THE									
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		When fitted, Month	Year
Caulking of Decks	Good	Ceiling	--	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felly)			
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	examined aloft		
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	None		
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Equipment letter	--		
Longitudinals	--	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	--		
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)			
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length (on board)	--	mean diamr.	
Keelsons	Good	Doubling Plates under Sounding Pipes	--	Timbers of Frame at openings		" Rule length	--	size	--
Stringers	Good			" " at other places		Chain Locker	Good		
Inner Bottom Plating	--			Stringers, Clamps & Shelves		Hawsers & Warps	Good		
Have the Tanks been examined internally?				Saling		Standing ropes Rigging	Good		
Have the Tanks been tested?				(State if examined.)		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, 1,38," 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 5th 1946
Special Damage & Repair Fee (if any) (per Sec. 29)	Alterations	\$40.00	Received by me, 19
Travelling Expenses (if chargeable)		\$3.00	
Second Surveyor's Fee (if any)			

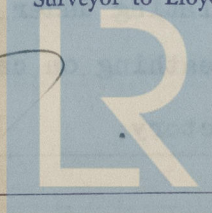
Committee's Minute
Character Assigned 10,46 2bc. without spl. edn.
S.S. 2bc - 10,46 + LMC 10,46

White

S. 6,46

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009122-009130-0122 1/2

