

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3-1-1958 When handed in at Local Office 19 Port of MONTREAL
 No. in Survey held at Montreal Date, First Survey & Last Survey 1st August, 1957
 Eng. Book 055505714 on the Wood, Iron or Steel S.S. "CANADIAN OBSERVER" (No of Visits 1)

TONNAGE: — Built at Quebec By whom Morton Eng. & D.D. Co. Ltd. YEAR 1945 MONTH 8
 GROSS 2967 Owners Canadian National (West Indies) Steamships Ltd. Owners' Address —
 UNDER DEK — Managers Canadian National Steamships Ltd. Port belonging to Montreal
 NET 1641 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —
 Bor DBa — feet; uE&B — feet; f — feet
 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.

st Report, No. 11617 Port Mtl

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 Al	*LMC. 6,53
5,57	MBS. 6,57
S.S.Mtl. 9,53	TS(CL) 5,57
	O.F. 6,47

Special Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and in detail the nature and extent of Examinations of 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.

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.

Was a damage report made by anyone else? if so, by whom? Yes, Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage stated to have been caused while lying at anchor off Section 87, Montreal, on 1st August, 1957 in order to ascertain the nature and extent of the damage stated to have been sustained when struck by the S.S. "OLYMPIC MOUNTAIN" whilst lying at anchor off Section 87, Montreal.

WORK DONE:— The vessel lying at Anchor and fully loaded. Approximately 52 feet of bulwark plating and top rail on upper deck, port side, found badly buckled and set over, bulwark stanchions in way badly buckled and deck stringer plating set down slightly, locally at the feet of the buckled stanchions, also, the standing edge of the sheerstrake plating in way slightly buckled. 2 main mast shrouds (P.S) broken and No. 6 D.B. tank air pipe head (P.S) set inboard slightly. The boat deck plating (P.S.A) together with house side plating and guard rails in way more or less buckled. The port lifeboat badly broken and davits buckled.

NOTE:— It was intended to discharge this vessel in Montreal but due to being strike-bound it lay at anchor for a number of months. Subsequently to prevent it becoming frozen in, it was sailed with a skeleton crew and again it is at anchor still in a loaded condition pending a settlement of the strike.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE VESSEL

Parts	Condition	Remarks
Bulkheads		
Ceiling		
Cement or Asphalt		
Rudder		
Steering gear and its connections		
Windlass		
Have pumps been examined and found efficient?		
Have Sluice Valves been examined and found efficient?		
Have Watertight Doors been examined and found efficient?		
Have Ventilators and their Coamings been examined and found efficient?		
Air and Sounding Pipes		
Doubling Plates under Sounding Pipes		
Engine Room Skylights		
Coal Bunkers, Openings, Covers, &c.		
Oil Bunkers		
Scuppers		
Cargo Hatchways		
Hatches		
Planking		
Caulking		
Treenails		
Breasthooks & Stems		
Transoms, Pointers & Crutches		
Timbers of Frame at openings		
" " at other places		
Stringers, Clamps & Shelves		
Salting		State, if examined
Copper, or other plating (State when fitted)		
Boats		
Masts, Yards		
Condition of Rig (State when examined)		
Equipment		
Anchors		
Cables		
" " lashing		
" " Ropes		
Chain Locks		
Hawsers		
Standing Rigging		
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, thus, for example:—"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 report is forwarded for the information of the Committee.

Survey Fee (per Section 23)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	£	100.00	:	19th Sept 1957
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Surveyor's Fee (if any)	£	:	:	19

Committee's Minute # TUESDAY 4 FEB 1958
 Character Assigned H.S. now subject (with endorsement)
 Delete "LUSD 9.57" & insert "Surveys overdue class and 9.57"
 Wm. HEATLIE
 Surveyor to Lloyd's Register

DISCLOSED SECTION No. 75

