

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Aug., 1950 When handed in at Local Office 31st Aug., 1950 Port of Vancouver, B.C.

No. in Reg. Book 16196 Survey held at Vancouver, B.C. Date, First Survey 17th August, 1950 Last Survey 28th August, 1950
(No. of Visits 10)

on the ~~Wood~~ Steel S.S. "LAKE MANITOU"

TONNAGE:— Built at Vancouver, B.C. By whom West Coast Shipbldrs., Ltd. When 1944 YEAR MONTH

GROSS 7162 Owners Western Canada Steamship Co. Ltd. Owners' Address -

UNDER DK. 6710 Managers - Port belonging to Vancouver, B.C.

NET 4303 Surveyed Afloat or in Dry Dock? Both Name of Dock Pacific Drydock Destined Voyage Foreign

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

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. 208 Port K86

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any)
*100 A1 5,49	*LMC 10,48
ss Bal.-10,48	BS 1,50
	CL 5,49
Fitted for oil fuel 9,44 F.P. above 150° F. <u>WTB</u>	

(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. Classing Letter 23-6-50 Ver. Letter 15-7-50

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. Yes

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

not required

Was a damage report made by anyone else? If so, by whom? Local Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE STATED CAUSED BY HEAVY WEATHER ENCOUNTERED ON VARIOUS DATES AND VOYAGES SINCE MAY, 1949, DOCKING AND HULL REPAIRS

WORK DONE:— Vessel placed on floating dock, the bottom and rudder cleaned, examined, found or now placed in good condition and recoated.

The bottom plating was now specially examined and the No. 2 and 3 D.B. Tanks port and starboard and No. 4 D.B. Tank starboard examined internally found or now placed in good condition and thereafter tested under pressure to Rule requirements.

Weather decks, holds and 'Tween Decks, machinery spaces, hatchways, casings, ventilator coamings, windlass and steering gear, tiller and quadrant and general equipment examined and found or now placed in good condition.

(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								Rudder renewed.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Pt. exd.	Good	Pt. exd.	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good
Caulking of Decks	"	Ceiling	"	XXXXXXXXXX Openings, Covers, &c.	"
Coamings	"	Cement or Asphalt	-	Oil Bunkers	"
Rams & Fastenings	"	Rudder	Good	Scuppers	"
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	-
" in way of sidelights	-	Windlass	"	Hatches	-
Frames	Pt. exd. 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?	Yes	Treenails	-
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-
Floors	-	Air XXXXXXXXXX Pipes	Heads Yes	Transoms, Pointers & Crutches	-
Keelsons	-	Doubling Plates under Sounding Pipes	As per Rpt. Yes	Timbers of Frame at openings	-
Stringers	-			" at other places	-
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-
As per Rpt. Yes				Salting	(State if examined)
Have the Tanks been examined internally?	Yes				
Have the Tanks been tested?	Yes				

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) a f 2-1/16
Equipment letter 3B & 1S
Anchors, No. of 3B & 1S
Cables (State if now ranged) NO
" length stated mean diamr. -
(on board)
" Rule length complete size -

Chain Locker -
Hawsers & Warps Sufficient
Standing and Running Rigging Eff.
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, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh record of survey 8,50. The wavy inner bottom and shell plating has now been dealt with and can be deleted from the Special Reasons List.

Survey Fee (per Section 28) Dkg.	\$ 48.00	Fees applied for, 28 Aug., 1950
Special Damage & Repair Fee (if any) (per sec. 28) Dmge. Rprs.	\$ 150.00	
Travelling Expenses (if chargeable)	\$ 10.00	
Second Surveyor's Fee (if any)	\$	Received by me, <u>RB</u> 19

Pleasant
Surveyor to Lloyd's Register of Shipping.

FRI. 27 OCT 1950

Committee's Minute
Character Assigned 8,50 Ver., without repl. cond.



DAMAGE REPAIRS:-

Rudder found fractured through main piece and rudder plates at half height and lower half of rudder loose.

Rudder now removed skeg bush renewed and a new "Goldschmidt Type" rudder of the new design built to the American Bureau of Shipping approved Plan No. P-742 of 4-22-47 and surveyed by the American Bureau, Seattle Surveyor, now examined as far as possible and fitted in good order with new coupling bolts.

Steady Bearing lignum vitae removed and bronze bush fitted. Carrier Bearing examined and found good.

Centre and Starboard segments of quadrant teeth removed and refitted with the Starboard Segment now located in the Centre.

Rudder and steering gear tested under working conditions and found good.

New Rudder marked:- S 2984
A 373 B
8-19-48
D.R.H.

Copy of American Bureau Certificate attached.

REPAIRS WEAR AND TEAR:-

Wavy inner bottom plating in No. 2 and 3 Holds. Please refer to Vancouver Report No. 8105

No. 2 and 3 Holds - Ceiling under hatchways lifted.

Frame numbers counting from aft.

"B" Strake Plate Port and Starboard deeply indented locally in frame space 92-93 and plates now part cut and renewed between frame Nos. 90-91 to 94-95.

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															
	Stream															
	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.	Statu-tory	Breaking	Supplied	Per Rule	Length	Diam.			
	Fathoms	Ins.	Tons	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms	Ins.			

New butts welded.

Tank top plates released as necessary in way of distorted tank top plates, faired and refastened.

New intercostal longitudinal toe welded, 6"x3-1/2"x1/2" O.A. fitted, 6'-0" and 17'-0" off the centre vertical keel port and starboard.

The longitudinal located 6'-0" off centre, extends from frame No. 85 port and Starboard to 134 Starboard and 135 Port side and the longitudinal located 17'-0" off centre extends from frame No. 85 to 106 Port and Starboard.

(Please see follower)

Stewart

S.S. "LAKE MANITOU"

Shell Plating - Specially examined for distorted plates

"A" Strake -

Starboard Plate:- locally indented in 3 frame spaces between frame 83-84, 85-86 and 88-89 now faired and re-inforced by intercostal longitudinal 6"x4"x1/2" O.A. toe welded to shell extending from frame No. 81 to 91.

Port Plate:- locally indented between frame No. 90-91 now faired and re-inforced by toe welded longitudinal angles extending from frame No. 88 to 93.

Sketch of affected tank top and bottom plating prepared - Copies attached.

Deep Web at after end of starboard Settling Tank fractured slightly at level of tank top. Fracture now veed out and efficiently electrically welded.

Sundry other minor general repairs carried out.

Interim Certificate issued - Copy attached.

Stewart

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

If Stockless, state Mechanical Test

