

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th May, 1950. When handed in at Local Office 10th May, 1950. Port of Vancouver, B.C.

No. in Reg. Book 16196-66504 Survey held at Vancouver, B.C. Date, First Survey 3rd May, Last Survey 6th May, 1950 (No. of Visits 5)

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

TONNAGE:— Built at Vancouver, B.C. By whom West Coast Shipbldrs., Ltd. When 1944 YEAR MONTH 9

GROSS 7162 Owners Western Canada S.S. Co. Ltd. Owners' Address - (If not already recorded in Appendix to Register Book)

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

NET 4303 Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage Japan

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

Only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be underlined.

Report, No. 8002. Port Ver

Radical 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 affecting 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.

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 with freeboard 5,49 ss Bal.-10,48	*LMC 10,48 CL 5,49 Bs. 1.50
w/b	
Fitted for oil fuel 9,44 F.P. above 150° F.	
Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 9-1/2 ins.	

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR ALTERATIONS WITH A VIEW TO INCREASING THE DRAUGHT NINE AND ONE QUARTER (9-1/4") INCHES AND CONDITION

DONE:- Holds, 'Tween decks, fore peak tank, fore peak spaces, hatchways, casings, ventilator coamings, windlass and steering gear and general equipment examined and found satisfactory.

OPERATIONS:- carried out in accordance with Montreal instructions dated 3rd January, 1950 and to approved plans.

DONE - Victory Type Ship

'Tween Decks - bulkheads examined and found to be watertight up to upper deck.

Holds:-

Watertight bulkhead No. 40 - 5" x 13/16" face flats fitted on stiffeners No. 2, 4 and 6 from centre line and 3-1/2" x 5/8" flats on stiffeners No. 8 and 9 (10" B.A.) from (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								
Repaired or Repaired in place								

### PRESENT CONDITION OF THE

Good	Good	Good	Good
Condition of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Pelt.)
"	Ceiling	<del>XXXXXXXX</del> Openings, Covers, &c.	When fitted, Month Year
"	Cement	Oil Bunkers	Boats
"	Rudder Pt. exd.	Scuppers	Masts, Yards, &c.
Pt. exd. Good	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" in way of sidelights	Windlass	Hatches	Equipment letter a + 2/16
Good	Have pumps been examined and found efficient?	Planking	Anchors, No. of 3B & 1S
Good	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) No
Good	Have Watertight Doors been examined and found efficient?	Treenails	" length stated mean diam.
Good	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length complete size
Eff.	Any and Sound Pipes	Transoms, Pointers & Crutches	Chain Locker
As per Rpt. Yes	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Sufficient
As per Rpt. Yes		" " at other places	Standing and Running Rigging Good
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined)	

### 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 our opinion, to be classed \*100 Al without fresh record of survey, subject to the wavy inner bottom plating in Nos. 2 and 3 holds being re-inforced and the bottom plating being specially examined at the next drydocking.

Survey Fee (per Section 28)	\$	
Alterations for Dpr. Ldng.	\$	200.00
Special Damage or Repair Fee (if any) (per sec. 28)	\$	
Travelling Expenses (if chargeable)	\$	5.00
Late Fee (L.R. \$10.00)	\$	20.00
Second Surveyor's Fee (if any)	\$	

Fees applied for, 8 May, 1950. Received by me, [Signature]

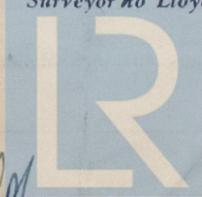
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI, 23 JUN 1950

Character Assigned

Amend Class from: +100 Al with job. To: +100 Al, subject



Lloyd's Register Foundation

(The Surveyors are requested not to write on or

Is Certificate required? If so, to be sent to

ALTERATIONS:- Continued

Watertight bulkhead No. 40 - continued

centre line port and starboard.

Watertight bulkhead No. 86 - 5" x 5/8" face flats fitted on stiffeners Nos.

2,4,6 and 8 from centre line port and starboard.

Watertight bulkhead No. 106 - 5" x 5/8" face flats fitted on stiffeners No.

2,4,6,8 and 10 from centre line port and starboard.

Watertight bulkhead No. 135 - 5" x 3/4" face flats fitted on stiffeners Nos.

2,4,6 and 8 from centre line port and starboard.

All re-inforcing flats carried 12" inside brackets or to end of stiffeners where brackets are omitted and efficiently welded in place.

Each strake of plating on Bulkheads No. 40, 86, (between wing settling tanks), 106 and 135, re-inforced by 3" x 3/8" horizontal flats welded on edge between stiffeners.

The port and starboard side stringer in No. 1 hold fitted with 12" x 1" plate welded on the top of the stringer plate and a new 3/4" thick gusset plate with brackets made and fitted to the deep web frame.

Pacific Drydock Drawing No. P-411 "Modification to side stringer in No. 1 hold for increased draft" attached hereto.

Existing freeboard marks obliterated and the new freeboard marks cut in and verified.

The inner bottom plating in Nos. 2 and 3 Holds was found to be somewhat wavy abreast the centre line partial bulkheads. It was considered this deformation was set up by adjacent welded butts and welded

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

ANCHORS

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cables, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

bulkheads. As the double bottom tanks were filled with oil fuel and the ship afloat it was arranged with the Owner's Representatives that the inner bottom should be re-inforced and the outer shell plating specially examined at the next drydocking.

REPAIRS, WEAR AND TEAR:- one sharp local indent and cut in No. 2 Double Bottom Tank top starboard now fitted with efficient welded doubling plate (approximately 4" diameter). Tank tested and found tight.

Several isolated leaking rivets on Nos. 2 and 3 Double Bottom Tank tops now (Please see follower)

S.S. "LAKE MANITOU"

caulked and made tight.

Provisional Load Line Certificate (valid for six months) issued, copy forwarded to Montreal in the usual manner on the 10th May, 1950.

Interim Certificate issued - Copy attached.

Handwritten signature and initials.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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.

