

BRITISH CORPORATION

DCW

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

KEYSHEY

REPORT

Mtl.

No. 7863

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This ship is classed BS* (Great Lakes & Gulf of St. Lawrence Service).

Lake Periodical Survey and Annual (Classification) Survey do not become due until 4.50.

The MONTREAL Surveyors report (7.49) ship examined in dry dock, bottom coated and the requirements of a LAKE PERIODICAL SPECIAL SURVEY complied with.

On account of wear and tear, a few shell plates renewed and others repairs, also frames, floors and other items.

The shell plating generally fore and aft found indented, due to contact with lock gates, etc. in the canals. No repairs effected.

IT IS SUBMITTED this ship is worthy to remain as classed by the British Corporation, with record of docking 7.49, and to have the notation of "Lake ss. 7.49" assigned as recommended, subject to the indented shell plating (p & s) being specially examined and dealt with as necessary at the next drydocking, also to (30 fathoms of chain cable being supplied).

BS* (Great Lakes & Gulf of St. Lawrence Service).
7.49 Mtl.
Lake ss. 7.49 Subject.

See Calendar
Endorsement date
4/9/80

It is further submitted the Surveyors be referred to Circular No. 1895 and, on this and future similar occasions, be requested to advise whether the repairs required to the indented shell plating (p & s) should be noted under Category 'A' or 'B', and if in the former, when they have arranged for repairs to be effected.

They should also be informed that the chain cable required for this ship is 210 fathoms of 1.11/16" diameter and, from their report, it would appear that 30 fathoms of chain cable therefore require to be supplied. They should be requested to advise in this case also when they have arranged for this chain cable to be provided.

They should further be informed it is concluded from the remarks in the body of their report that the masts and rigging were examined from aloft and not "from decks" as noted in the "Present condition of the ..".