

Rpt. 8.

WRECK SECTION

574

(Received at London Office. 19 JUL 1950)

No.

mrl. Rpt.  
8179

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 1st June 1950 When handed in at Local Office 1st June 1950 Port of Montreal, P.Q.

No. in Reg. Book Survey held at Sorel, P.Q.

Date, First Survey 27th Oct. 1949 Last Survey 17th May 1950  
(No. of Visits 4)on the ~~Woods~~ ~~Woods~~ Steel Twin Screw Steamer "QUEBEC"

## TONNAGE:—

GROSS 7016  
UNDER DK. 2481  
NET 4143

Built at Lauzon, P.Q.

By whom Davie Shipbuilding & Repairing When 1928  
Co. Ltd.YEAR MONTH  
5

Owners Canada Steamship Lines Ltd.

Owners' Address —

(If not already recorded in Appendix to Register Book)

Managers —

Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Afloat

Name of Dock —

Destined Voyage —

Cell DBor DBa feet; uE&B feet; f  
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.

st Report, No. 7712

Port mtl.

Periodical Surveys, when held, must be reported in detail and serially 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.

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

Repairs, OR EXAMINATION AS PER RULE, FOR DAMAGE &amp; PART PERIODICAL SPECIAL SURVEY.

Damage:— in way of the transom space stated to have been sustained by striking pier at Chicoutimi on 1st June, 1949.

Damage:— 2 transom shell plates buckled.  
2 transom shell plates slightly distorted.  
2 frames buckled.  
1 frame slightly distorted at upper end.  
2 deck beams and 2 beam knees buckled.

request of the Owners that, as the efficiency of the Vessel is not affected, permanent repairs be deferred to the drydocking, merits, in my opinion, the favourable consideration of the Committee.

(cont'd.)

## NATURE OF DAMAGE REPAIRS:—

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
examined								
examined and Fair'd or Repaired								
examined or Repaired in place								

## GENERAL CONDITION OF THE

Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
of Decks "	Ceiling Good	Openings, Covers, &c. Good	When fitted, Month Year
Fastenings "	Cement or Asphalt —	Oil Bunkers Not examined	Boats Good
Plating Not examined	Rudder Not examined	Scuppers Good	Masts, Yards, &c. Good
" in way of sidelights	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained By examination (State if wedges removed)
Parts examined good	Windlass Good	Hatches Good	Equipment letter y
Frames —	Have pumps been examined and found efficient? Yes	Planking	Anchors, No. of 2 B 1 S
Beams —	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) No
Parts examined good	Have Watertight Doors been examined and found efficient?	Treenails	" length Stated mean diam. (on board)
Parts examined good	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length Complete size
Good	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker Not examined
on Plating Good	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Sufficient
Tanks been examined internally? Yes, as above		" at other places	Standing Rigging Good
Tanks been tested? No		Stringers, Clamps & Shelves	Sails
		Salting (State if examined)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 is now in good condition and eligible, in my opinion, to remain as classed without fresh record of survey and to have notation of SS Mtl. 11,49 when the Survey has been completed subject to permanent repairs to injured stern plating etc., being effective at the next drydocking.

(per Section 28) PT S.S. \$ 200  
Damage or Repair Fee (if any) \$ 22  
Expenses (if chargeable) \$ see Mach. Rpt.  
Surveyor's Fee (if any) \$

Fees applied for,

June 28, 1950

Received by me,

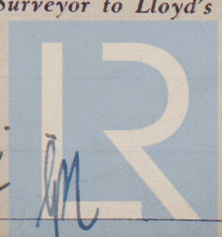
19

D. J. Archibald and L. M. Mather  
per L. M. M. Surveyor to Lloyd's Register of Shipping.

WED. 9 AUG 1950

Committee's Minute

Character Assigned

Deferred for comp SS  
+ LMC MS 5,50  
AS 10,49

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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



mel.

Report

of Montreal, P.Q.

Continuation of Report No. 8179

dated 1st June, 1950

on the

"QUEBEC"

Date of writing  
in Survey  
Book

TEMPORARY DAMAGE REPAIRS Now Done:— Cement box fitted in transom space in way of damage.

PART PERIODICAL SPECIAL SURVEY:— To complete the Periodical Special Survey the Vessel requires to be examined in dry dock, the chain cables ranged, and the chain locker examined. All the double bottom tanks, settling tanks and storage O.F. tanks remain to be tested and the No. 3 D.B. tank, settling tanks and storage O.F. tanks to be internally examined. It is stated that the survey will be completed at the close of the present season.

Vessel examined afloat.

Hold, peaks, tween decks, fresh water tank spaces, machinery spaces and transom space examined. All bilges cleared, ceiling in hold removed as required by the Rules, rest renewed and all found or placed in good order.

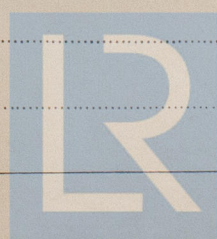
All double bottom tanks (except No. 3 D.B. oil fuel tank) cofferdams and peak tanks internally examined.

Decks, casings, masts spars and rigging, general equipment, hatchways, covers, supports and closing appliances, ventilator coamings, and covers, rudder quadrant, tiller, steering gear and its connections and control gear, auxiliary steering gear, windlass, hand pumps, W.T. doors and air and sounding pipes examined and found or placed in good condition. Doubling plates or equivalent found or fitted under all sounding pipes. Freeboard verified.

REPAIRS (Wear & Tear) NOW DONE:—

L.M.M.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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