

10m.11.20.

7 - MAR 1922

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "CANADIAN IMPORTER"

Rpt.

Ver.

No.

889

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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, 24/5/22.)

## Nature of Survey

The class of this vessel is subject to a stem plate on starboard side being renewed at a convenient opportunity, and to 15 fathoms of chain cable being repaired and retested or renewed.

The Vancouver<sup>Surveyor</sup> reported in August last that the vessel had been placed in dry dock, bottom cleaned and coated and a few rivets in stringer angles on port side aft in way of the tunnel recess flat renewed.

Owing to damage though cause unknown one stem plate partly renewed.

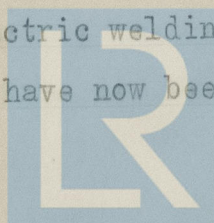
Plates Nos. 5 and 6 in B strake on port side were found indented (cause unknown) and No. 3 in E & F strakes on starboard side, together with three frames in way, set in owing to striking a wharf.

The Surveyor recommended that the stringer in way of the tunnel recess be lengthened 2 spaces on the port and starboard sides, the indented plates faired, and the chain cables verified with the certificates, on the vessel's return from Australia.

The Surveyor, who has been joined by Mr. Blackett of San Francisco, now further reports the vessel again placed in dry dock, the bottom cleaned and coated, the indented plates etc., above referred to repaired, and the scarp of the stern frame, and plate edges in way, built up by electric welding as necessary.

Additional angle connections have now been fitted to

See letter from Salvage  
Agent en route to  
San Francisco.  
Matter was dealt with  
1911  
f



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the stringer brackets at the forward end of the tunnel recess to the Surveyors satisfaction.

Owing to damage stated to have been sustained through the flooding of No.2 hold and the engine and boiler spaces while on a voyage from British Columbia Ports to Australia, all cargo, bunker and machinery spaces have been cleaned and examined, the tank top and sides of vessel recoated, soil and scupper pipes overhauled as necessary and minor repairs effected.

The chain cables have been ranged and found in order.

It is submitted the vessel appears worthy to remain as classed with record of survey 12,21 as recommended, without special condition.

100 A.1. )  
12,21 Ver.) Without &c.

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