Rpt. 8. REC'D NEW YORK FEB 6 1922 (Received at London Office _____) AUB FEB 21 1922 No. 916.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 9th. 1922 When handed in at Local Office Jan. 23rd. 1922. Port of VANCOUVER, B. C.

No. in Reg. Book. Survey held at Partat Vancouver, B. C. & Victoria, B. C. Date, First Survey 16, Sept. Last Survey 30th. Dec. 1921. (No. of Visits 35.)

11294. on the ~~Wood, Iron or~~ Steel S. S. "CANADIAN IMPORTER", Master G. McConachy,

TONNAGE:— GROSS 5465. UNDER DK. 4899. NET 3400.

Built at Vancouver, B. C. By whom J. Coughlan & Sons ~~Ltd.~~, When 1920. (YEAR.) 2. (MONTH.)

Owners Canadian Government Merchant Marine Ltd., Port belonging to Montreal,

Owners' Address As recorded.
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? both. Name of Dock Government Dock, Victoria, B. C. Destined Voyage Australia.

WB=CellDBorDBa ____ feet; uE&B ____ feet; ____ feet; total capacity ____ tons. FPT ____ tons; APT ____ tons; MT ____ feet ____ tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 890 Port Vcr

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. 2-20,	+	+L.M.C 2-20,

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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.

Society's Freeboard (if assigned) as painted on Ship and now verified ____ ft. ____ ins.

In 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? attached hereto. Was a damage report made by anyone else? If so, by whom? Capt. Logan for Underwirters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE:- Stated to have been sustained through the flooding of No. 2 Hold, and Engine & Boiler Spaces in August and September 1921, while on a voyage from British Columbia Ports to Australia. (See Damage Report hereto attached)

Examined the vessel in drydock, and afloat, and the following overhauling, and repairs ~~have~~ have now been effected.

Shell Plating, riveting, and caulking examined, and tested.

Double bottom tanks tested with water to height of upper deck, and found sound. Boiler Room bulkhead tested by flooding the bilges on port and starboard sides forward of same, and by hose pressure from that point up. Watertight doors on boiler room bulkhead examined the starboard door found in good working order, the Port door was found tight in slides when nearly closed, it was found necessary to, submit door to blows in addition to pressure by controll shaft, both these

SUMMARY OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks Good.
Caulking of Decks "
Waterways "
Coamings "
Beams & Fastenings "
Outside Plating "
Caulking of ditto "
Rivets "
Breasthooks & Crutches "
Transoms "
Frames Good
Reverse Frames "
Floors "
Keelsons "

Stringers Good.
Inner Bottom Plating "
State if Tanks have been examined inside yes as far as possible.
State if Tanks now tested Yes all D.B.
Bulkheads Good.
Ceiling "
Cement or Asphalt (State which.) Cement.
Rudder Good.
Steering gear and its connections "
Windlass "
Have Pumps now been examined and found efficient? Yes.
Have Sluice Valves now been examined and found efficient? -
Have Watertight Doors now been examined and found efficient? Yes.

Dblng. Plates under Sounding Pipes Good.
Engine Room Skylights "
Coal Bunkers, Open'gs, Lids, &c. "
Scuppers "
Cargo Hatchways "
Hatches "
Planking of Wood Vessels
Caulking ditto
Treenails ditto
Breasthooks & Stemson ditto
Transoms, Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto ditto at other places ditto
Stringers, Clamps & Shelfs ditto
Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt.)
When put on, Month ____ Year ____
Boats Good.
Masts, Yards, &c. "
Condition, how ascertained from rigging.
(State if wedges removed) -
Sails -
Equipment letter Y
Anchors, No. of 3B. 1S. 1K.
Cables (State if now ranged) YES.
" length 270 size 3/16
" Rule length (on board) 270 size 3/16
Hawser & Warps Good.
Standing & Running Rigging "

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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No.* 1-15 and ptND15, &c."

This vessel is now in efficient condition, and eligible in our opinion to remain as classed, and have fresh record of survey 12-21.

Is Certificate required? If so, to be sent to

Survey Fee (per Section 28) £ at Vancouver $250.00
Special Damage or Repair Fee (if any) (per Sec. 29) at Victoria $150.00
Travelling Expenses (if chargeable) Vancouver San Francisco $453.00
Second Surveyor's Fee (if any) at Victoria $200.00

Fees applied for, 23 Jan 1922 FT
Received by me, 20.9.1922 FT 28/10

J. Blackett Lem Lamard
Surveyor to Lloyd's Register of Shipping.

(The Surveyors are ...)

Committee's Minute FRI. 10 MAR. 1922

Character Assigned See Minute v. Year 1917.

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W1335-0136 1/2

doors, also W. T. door at shaft tunnel now overhauled. ~~Watertight doors at forward end of Bridge tested shaft tunnel now overhauled.~~ Watertight doors at forward end of Bridge space tested with hose pressure, and found good. Weather decks tested by flooding, and hose pressure. Bilge suction lines, together with manifolds examined, the manifolds opened up, and valves found in order. The joints of all lead pipes on bilge suction lines disconnected for examination of flanges, found one lead bend on line to forward bilges port side fractured in way of flange, now replaced by new pipe, the joints throughout overhauled as found necessary & re-made, and the entire system tested with water pressure to height of Upper Deck, and found satisfactory.

The bilges throughout vessel cleaned, and cement washed, all bilge strum boxes overhauled, and the bilge suction system further tested by pumping out the bilges throughout vessel same having been filled with water.

The air, and sound pipes examined and found in good order.

All soil and scupper pipes, together with storm valves examined found:- 2" galvanized iron soil pipe fractured, this pipe runs from bath room on Bridge Deck to opening through shell plating 16" above load line on starboard side, and the fracture is in way of 'tween deck of No. 2 Hold, the fracture appears to have been caused by frost, this pipe now removed, and a new pipe fitted.

Two scupper pipes from bridge deck on starboard and two on Port side removed, the openings through shell plating, (16" above load line) plated over, also the openings in deck and scuppers cut through Bridge deck gunwale.

Two 'tween deck bunker scuppers on starboard, and two on Port side from Upper deck to openings through shell plating (16" above load line) removed, the openings

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight Required by Table 30 or 31. Cwts.	qrs.	lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
	1st Bower ...														If Patent state name of Patentee.		If Stockless, state Mechanical Tests.
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Table 30 or 31. Cwts. qrs. lbs.	Length and size per Table 30 or 31. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire....											

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.

Port of VANCOUVER? B. C. Continuation of Report No. 916. dated January, on the "CANADIAN IMPORTER"

through shell plating plated over and new pipes fitted from original opening at deck to new openings through shell close below Upper Deck.

All storm valves and guards in way of soil and scupper pipes overhauled.

Water was pumped from all double bottom tanks, and the ballast pumping arrangement found in good order.

All cargo and bunker spaces and machinery, and boiler spaced cleaned, and examined, the tank tops and the sides of vessel on inside re-coated.

The engine room casing above Bridge deck on Port side, also the skylight found buckled, and damaged (stated due to a beacon having been lighted on same) now made fair, and in good order.

Windlass, steering engine and gear, dounton pump, overhauled, and in good working order.

Vessel's bottom and rudder cleaned and painted.

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