

COPY

PORT OF VANCOUVER, B. C.

JANUARY 24TH. 1922.

THIS IS TO CERTIFY that

EVAN EDWARDS AND J. S. BLACKETT,

the undersigned Surveyors to this Society did at the request of the Owner's Representative of the STEEL SCREEN STRAINER "CANADIAN IMPORTER", of Montreal, 5465 Tons Gross Register, make examination of said vessel in order to ascertain the nature and extent of damage stated to have been sustained through the flooding of No. 2 Hold and Engine and Boiler spaces in August, and September, 1921, while on a voyage from British Columbia Ports to Australia.

For full particulars see Log Books, extracts from which are hereto attached.

On September 12th. 1921, and subsequent dates, while the vessel was lying afloat at Victoria, B. C., preliminary surveys were held, and recommendations made for complete discharge of cargo and bunkers, and vessel to be dry docked for further examination.

On October 5th. 1921, the vessel was placed on dry dock at Esquimalt, B. C., examination of the damage made and specifications drawn up embodying recommendations for repairs to restore the vessel to her condition prior to the accident, a copy of which is attached hereto, and forms a part of this report.

Tenders were invited from



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Messrs. Yarrowe Ltd., J. Coughlan & Sons Ltd., Wallace Shipbuilding & Drydock Co. Ltd., Victoria Machinery Depot Ltd., and E. C. Marine Engineers and Shipbuilders Ltd., whose bids were as follows:-

| | |
|--|--------|
| Yarrowe Ltd..... | £1,750 |
| J. Coughlan & Sons Ltd..... | 19,800 |
| Wallace Shipbldg. & D. D. Co. Ltd..... | 17,450 |
| Victoria Machinery Depot..... | 13,744 |
| E. C. Marine Eng. & Shipbldrs..... | 11,889 |

During the progress of repairs other items of damage were found and recommendations made, the items being as follows:-

All double bottom tanks to be tested with water equal to the height of Upper Deck.

Boiler Room bulkhead to be tested in way of bilges by flooding the bilges, and boiler, and from that height up to be tested with hose pressure.

Watertight doors on boiler room bulkhead after being overhauled to be tested with hose pressure.

The weather decks to be tested by flooding where possible, and remainder by hose pressure, also the watertight doors at forward end of Bridge space to be tested with hose pressure.

BALLAST SUCTION ARRANGEMENT.

The pipe lines to be examined throughout, the manifolds to be opened up for examination of valves, and the entire system to be seen pumping satisfactorily from each ballast tank.

BILGE SUCTION ARRANGEMENT.

The pipe lines to be examined throughout, the joints of all lead pipes to be opened up for examination, overhauled as found necessary, and re-made. The manifolds to be opened up for examination of valves, and the entire system tested with ~~WATER~~ pressure.

The bilges throughout the vessel to be filled with water with view to testing the efficiency of the individual bilge suction lines.



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SOIL & SCUMPER PIPES.

All pipes connecting up, with openings throughout shall plating to be overhauled together with their stern valves, and one soil pipe found fractured in way of No. 2 hold 'tween deck starboard side to be removed, and replaced by new.

SHAPING.

Crank shaft bearings found rough on surface due to corrosion, recommended crank sections be removed and skimmed over in lathe, afterwards re-bedded, and tested for alignment.

STEAM PIPES.

Main and auxiliary steam pipes to be tested with water pressure.

The above recommendations were made with view to placing the vessel in good condition, ^{as} previous to the time of sustaining the damage, and with view to testing such parts that may have contributed to the flooding of the vessel.

J. Blackett Evan Edwards
SURVEYOR & LLOYD'S REGISTER.



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