

REC'D NEW YORK FEB - 6 1922

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No. 917.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 9th, 22 when handed in at Local Office Jan. 23rd, 22. Port of VANCOUVER, B. C.

No. in Reg. Book Survey held at Vancouver, B. C. part & Victoria, B. C. part. Date, First Survey 2nd. Nov. 8. Last Survey 30th. Dec. 19 21.
on the Wood, Iron or Steel S. S. "CANADIAN IMPORTER" Master G. McConachy.

TONNAGE:- Built at Vancouver, B. C. By whom J. Coughlan & Sons Ltd. When 1920. MONTH 2.
GROSS 5465
UNDK. 4899
NET 3400
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? Afloat & Name of Dock Government Dock, Victoria, B. C. Destined Voyage Australia.
WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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.	Year Assigned for expiration.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. 2-20.		+L.M.C. 2-20. C

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. _____ Port _____

(Periodical Surveys, when held, must be reported in detail and serially 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 } _____ 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? Previously forwarded with Rpt. No. 889. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE; Stated to have been sustained through the vessel striking the Owner's Wharf in Harbor of Vancouver on arrival of vessel at that Port on 1st. August, 1921 from Victoria, B. C. (See Vancouver Report No. 890 Damage No. 3.)

NOW DONE:- Nos. 3, -E Strake, and 3, -F Starke a number of rivets cut out in way of landing and in way of frames, these plates faired in place together with three frames, and the rivets cut out renewed, and all disturbed caulking made good.

2 Damage to bottom shell plating (no particulars obtainable as to cause of damage, (See Vancouver Report No. 890 Damage No. 2.)

NOW DONE:- Shell plate No. 6, -B strake Port side, removed faired and replaced.
Shell Plate No. 5, -B. Strake Port side, faired in place.

On completion of repairs No. 1, double bottom tank tested with water pressure, and found satisfactory.

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed	1							
Removed and Faired or Repaired	1							
Faired or Repaired in place	3	3						

PRESENT CONDITION OF THE	so far as possible.	State if Tanks have been examined inside	Yes.	State if Tanks now tested	No. 1. D. B. only	Dbing. Plates under Sounding Pipes	GOOD.	Copper, or Y.M. of Wood Vessels.	(State if on Felt.)	When put on, Month	Year
Decks	Good.							Boats	Good.		
Caulking of Decks	"							Masts, Yards, &c.	"		
Waterways	"							Condition, how ascertained	from deck.		
Coamings	"							(State if wedges removed)			
Beams & Fastenings	"							Sails	-		
Outside Plating	"							Equipment letter	Y		
Caulking of ditto	"							Anchors, No. of	3B. 1 K. 1 S.		
Rivets	"							Cables (State if now ranged)	Yes.		
Breasthooks & Stems	"							" length	270	size	2-3/16
Transoms	"							" Rule length	270	size	2-3/16
Frames	"							Hawser & Warps	Good.		
Reverse Frames	"							Standing & Running Rigging	Good.		
Floors	"										
Keelsons	"										
Stringers	"										
Inner Bottom Plating	"										

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 eligible in my opinion to remain as classed, and have fresh record of survey 12-21.

Survey Fee (per Section 28) £ 35.00 Fees applied for, 23 Jan 1922
 Special Damage or Repair Fee (if any) £ 23.00
 Travelling Expenses (if chargeable) £ 30.00
 Second Surveyor's Fee (if any) £ 45.00
 Committee's Minute 1000/1
 Character Assigned with no repl cond. L.M.C. 12.2!

Received by me, _____ 19____
Surveyor to Lloyd's Register of Shipping.



If so, to the Report sent now, or when sent if be sent?

Is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, special 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.

DAMAGE: (See "Special Reason's List) "One stern plate (SS) to renew", also see Vancouver Report No. 890) Examined ^{Stem} stern plate No. 1, -F Strake, starboard, now renewed from butt between Nos. 3 & 4 frames to stem and found satisfactory.

STERN FRAME: It was stated that repairs had been effected in way of stern post at scarp below boss. Found the caulking of this scarp, also caulking of shell plate edges at landing on stern post in way of scarp excessive, being considerably below the surface of metal.

NOW DONE: The caulking on afterside of stern post scarp removed by chipping into stern post, and removing an equal amount of material from the upper and lower section of post at scarp, and forming V one inch deep, this allowed of the inside of scarp being examined, same was found satisfactory and the metal removed was replaced by electric welding process. In way of plate edges found excessively caulked, the edges of plates were built up by electric welding process, the riveting in way of scarp tested and found sound.

STRINGER: (See Vancouver Report No..889)

NOW DONE: The connection of stringer brackets at forward end of thrust recess to shell increased by riveting on two additional shell lugs on Port, and two on starboard sides. This work was carried out instead of increasing the length of stringers as recommended previously, found satisfactory.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collectee 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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.		Length.	Diam.						
						Owts.	qrs.			lbs.				Owts.	qrs.
(SEE BELOW, NO NEW CHAIN SUPPLIED AT THIS TIME)															
	Iron Stream Chain } or Steel Wire... }														

EQUIPMENT: (See "Special Reasons List", and Vancouver Report No. 890) Chain cables arranged, the Certificates were not obtainable, it being stated that same are kept at the Owner's Office, Ottawa. *The Owners Representation has been requested to have these certificates placed on hand, and a status that he will forward a recommendation to Ottawa with view to*

195
15
30
30

	DATE.	CERTIFICATE.	STAT.	BREAKING TEST.
13-fifteen fathoms marked	11-12-18.	CPHBC	21197.	86-1/8 120. 10. 0. B.T.
1- " "	6-7-20.	LPHN	71789.	86-1/8 120. 10. 0. B.T.
2- " "	31-5-20.	LPHT	55612.	86.2.2.0 120.10.0.0. B.T.
2- " "	23-5-20.	LPHT	55596.	86.2.2.0 120.10.0.0. B.T.
18 - fifteen fathoms = 270 fathoms of 2-3/16" S.L. (as per Table 31 in Rules)				

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.