

COPY.

# Lloyd's Register of Shipping.

REPORT  
NO. 212



Port SAINT JOHN, N. B.,

October 5, 1942.

**This is to Certify** that

R. M. SCOTT

the undersigned Surveyor to this Society did at the request of Messrs. H. E. Kane & Co. Ltd., Saint John, N. B. attend on board the single screw steamer DALCROY of Newcastle, 4558 tons gross, on the 1st October, 1942, whilst lying afloat at Saint John Dry Dock and Shipbuilding Company Ltd's Wharf, Saint John, N. B., for the purpose of carrying out an examination of the decks, holds, masts, rigging, cargo winches and other attachments and other parts of the vessel liable to be damaged whilst loading, with a view to ascertaining the condition thereof, immediately prior to loading a cargo of steel.

I report as follows:-

MASTS: Fore and main masts, good. (Examination made from deck).

DERRICKS: Appeared efficient and suitable for maximum load of 5 tons at the fore and main masts and 3 tons at the samson posts.

STANDING RIGGING: Good.

CARGO GEAR BLOCKS, etc: Stated to have been overhauled in June, 1942 by ship's staff.

RAILS AND STANCHIONS: good.  
(At ship's sides)

WINCHES: Good, but guards on winches at after end wasted in parts.

WINCH STEAM AND EXHAUST: Good.

NO. 1 HOLD: Tank top and bilge ceiling - good.  
Pillars, centre line bulkhead and hold ladders - good.  
Pipe casing - good.  
Cargo battens on ship's side - some lengths missing.  
Bulkhead plating, stiffeners and brackets - good.  
Grain shifting board angle at after end of centre line bulkhead forward - locally buckled on flange.

(P. T. O.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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1 Hold (Cont'd)

Stringers on ship's side - good.  
2nd deck beam at after end of No. 1 hatch slightly buckled.  
on hanging flange, starboard side.

1 TWEEN DECK: Ship's side frames, upper deck beams and knees damaged  
abreast No. 1 hatch, port side.  
No. 1 - 2nd deck hatch coaming beams and covers - good.  
Small escape hatches - good.  
Vent trunks - good.  
Cargo battens good except in way of damage to shell  
and frames abreast hatch, port side.  
Pipe casings - good.  
Tween deck pillars - good except at fore end of No. 1  
hatch where 2 pillars slightly bent.

2 HOLD: Tank top and bilge ceiling - good.  
Pillars and centre line bulkhead - good.  
Hold ladders - good except one rung broken in ladder, port  
side.  
Pipe casings - good.  
Cargo battens on ship's side - some lengths missing.  
After bulkhead plating - good but 2 B.A. stiffeners on  
starboard side buckled on web.  
3 local indents in tank top plating, starboard side, after  
end.

2 TWEEN DECK: No. 2 and 2A 2nd deck hatch coamings, beams and  
covers - good.  
Small escape hatches - good.  
Pillars and ladders - good.  
Cargo battens - some lengths missing.  
Vent trunks - good.  
3 upper deck beams forward of No. 2 hatch slightly  
buckled on hanging flange, in places.

5 HOLD: Tank top and bilge ceiling - good.  
Hold ladders - good except on starboard side ladder where  
one rung broken and 5 rungs bent.  
Centre line bulkhead - good.  
Two pillars on starboard side, and one pillar, port side,  
after end, slightly buckled on web of bulb angle.  
Pipe casings - good.  
Cargo battens on ship's side - some lengths missing.  
Grain shifting board angle at fore end, buckled on flange.  
Ladder rungs on tunnel sides - 1 rung, port side, and  
3 rungs, starboard side, broken.

5 TWEEN DECK: No. 5 - 2nd deck hatch coaming, beams and covers - good.  
Small escape hatches - good.  
Vent trunks - good.  
Cargo battens - some lengths missing.  
Pipe casings - good.  
Pillars - good except pillar at after end of No. 4  
upper deck hatch bent.  
Ladders - good except on starboard side where stanch-  
ion slightly bent.

(P. T. O.)



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NO. 6 HOLD: Tank top and bilge ceiling - good.  
Centre line bulkhead and hold ladders - good.  
Pipe casing - good.  
Cargo battens on ship's side - some lengths missing.  
Pillars - good, except on port side where bulb angle slightly bent.  
Ladder rungs on tunnel side, starboard - 2 rungs broken and one distorted.

NO. 6 TWEEN DECK: Ship's side frames, upper deck beams, and knees damaged on port side, abreast main mast.  
No. 6 - 2nd deck hatch coaming, beams, and covers - good.  
Small escape hatches - good.  
Vent trunks - good.  
Pipe casings - good.  
Pillars - good.  
Ladders - good.  
Forward tonnage bulkhead - 3 stiffeners buckled on standing flange.

UPPER DECK: Deck plating - good except in way of damaged area in way of No. 1 hatch, port side.  
All cargo hatch coamings, beams, covers and tarpaulins - good.  
Ventilators and coamings - good.

BELL PLATING: Damaged at sheerstrake and strakes below in way of Nos. 1 and 6 hatches.

NOTE: All parts included under foregoing headings may be assumed to be in good condition except as otherwise stated.

Expenses \$30.00  
1.00

*R. M. Scott*

Surveyor to Lloyd's Register.



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