

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 30th 1942 When handed in at Local Office

Port of TORONTO, CANADA.

No. in Survey held at Kingston, Ont.
Reg. Book.Date, First Survey Apr. 2nd Last Survey Apr. 2nd 1942
(No. of Visits one.)

22887 on the Wood, Iron or Steel

S.S. "DONALD STEWART"

YEAR. MONTH.

1923 5

TONNAGE—

Built at Middlesbro'

By whom Smith's Dock Co. Ltd.

When

GROSS 1781

UNDER DEK 1483

NET 1074

Owners Canada Steamship Lines, Ltd.

Owners' Address Montreal

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage Great Lakes

Cell D Bor DBa feet; uE&B feet; f
total capacity tons. FPT tons; APT tons; MT feet tons.Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 825 Port Toronto

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.+ 100A1 6,39
With F.B.Machinery and Boiler
Surveys
(Including date of N.B., if any).+ LMC
BS4,41
MS4,40

For service on the Grt. Lakes,
River & Gulf of St. Lawrence, and
to St. John's, NFL., April to
21st November.

ss Tto No. 1-40
ss Tto No. 3-4,36CL. 6.39
Cargo litters and fitted

Society's Freeboard (if assigned) as } 2 ft. 10 1/2 ins.
painted on Ship and now verified }

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey in accordance with the requirements of Grain Underwriters in order to ascertain whether the vessel is in fit condition to carry grain cargoes.

The vessel was examined internally and externally afloat. The deck was hose tested in way of cargo holds. The hatches and other deck openings to the cargo holds, the hatch covers, tarpaulins, cleats and battens, were examined. The limber boards were lifted all fore and aft, the bilges cleaned out and the bilge suction strums cleared, and examined. The air and sounding pipes, steam and exhaust piping in the cargo holds, were examined. All the foregoing found or made in good condition.

All electric wiring in the cargo spaces is run in metal conduit. The fixtures under deck at scuttle hatches are protected with vapor-proof globes.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...							
Removed and Paired or Repaired ...							
Faired or Repaired in place ...							

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling No ceiling	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement or Asphalt -	Oil Bunkers -	Boats Good
Beams & Fastenings "	Rudder Good	Scuppers Good	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained from deck. (State if wedges removed.)
" " in way of sidelights Good	Windlass "	Hatches "	Equipment letter
Frames -	Have pumps been examined and found efficient? Not examined.	Planking -	Anchors, No. of
Reverse Frames -	Have Sluice Valves been examined and found efficient? None	Caulking -	Cables (State if now ranged) No.
Longitudinals -	Have Watertight Doors been examined and found efficient? None	Treenails -	" length (on board) mean diamr.
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson -	" Rule length size
Floors -	Air and Sounding Pipes Good	Transoms, Pointers & Crutches -	Chain Locker -
Keelsons -	Doubling Plates under Sounding Pipes -	Timbers of Frame at openings -	Hawsers & Warps Good
Stringers -		" " at other places -	Standing and Running Rigging "
Inner Bottom Plating Good		Stringers, Clamps & Shelves -	Sails -
Have the Tanks been examined internally? No.		Salting (State if examined.)	
Have the Tanks been tested? No.			

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is in good and efficient condition, eligible, in my opinion, to remain as classed without fresh record of survey.

Grain Condition Survey Fee (per Section 29) £ \$ 35.00

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, July 3, 1942.

Received by me,

19

Committee's Minute

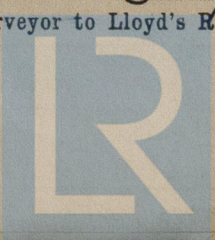
Character Assigned

FBI. 18 SEP 1942

As now

BS. 1.42

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W164-0106

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.

All bilge ceiling and limber boards in cargo holds renewed.

Deck leak at sounding pipe aft end of No. 2 hold starboard, made tight.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.