

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *Apr. 7th 1941* When handed in at Local Office *Apr. 7th 1941* Port of *Halifax, N.S.*No. in Survey held at *Halifax, N.S.* Date, First Survey *Mar. 23rd 1941* Last Survey *Mar. 23rd 1941*
Reg. Book. *70636* on the *Wood, Iron or Steel* *Twin Dr. Beaverdale*TONNAGE:— Built at *Newcastle* By whom *Armstrong Whitworth & Co. Ltd.* When *1928* 1
GROSS *9957* Owners *Canadian Pacific Railway Co.* Owners' Address *(if not already recorded in Appendix to Register Book).*
UNDER DE. *9189* Managers *Canadian Pacific Steamships Ltd.* Port belonging to *London*
NET *6005*Surveyed Afloat or in Dry Dock? *afloat* Name of Dock *Halifax Harbour, N.S.* Destined Voyage *N.H.*Cell DBor DBa feet; *UE&B* feet; *f* feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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. *115665* Port *his*

(Periodical Surveys, when held, must be reported in detail and serially 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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *part 14 to 3 Special Survey.*

See above:—Vessel lying afloat in Halifax Harbour, N.S., examined port and starboard after lower timbers, frames, bulkheads, stiffeners and No. 4 DB tank top plating in way, and found same in efficient condition except in way of hatchways where it was recommended the stiffeners on bulkheads be painted and repaired, plating in way of hatchways and girders, plate over life reaction pipe in starboard after lower timbers removed.

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

PRESENT CONDITION OF THE								
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.					
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Fell.)					
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month					
Beams & Fastenings	Rudder	Scuppers	Boats					
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.					
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained					
Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed)					
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter					
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of					
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)					
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diam.					
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board)					
Stringers		" " at other places	" Rule length size					
Inner Bottom Plating		Stringers, Clamps & Shelves	Chain Locker					
Have the Tanks been examined internally?		Salting	Hawsers & Warps					
Have the Tanks been tested?		(State if examined.)	Standing and Running Rigging					
			Sails					

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, as far as seen, is in efficient condition, and eligible, in my opinion to be continued in the class subject to the usual conditions of the Rules. Permanent repairs to bottom plating, etc. Examination at the bottom (collisions) and permanent repairs in duplicate first possible opportunity, and painting and repairing stiffeners in way port and starboard after lower timbers in way hatchways and girders, plate over life reaction pipe in starboard after lower timbers being removed first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for, *Mar. 24th 1941*
Special Damage or Repair Fee (if any) £ *35.00* Received by me, *19.*
Travelling Expenses (if chargeable) £ *10.00*
Second Surveyor's Fee (if any) £ *10.00*

Committee's Minute

Character Assigned

FRI, 6 JUN 1941

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Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W336-0004