

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7 Feb 1925 When handed in at Local Office 16 Feb 1925 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 9 Dec 1924 Last Survey 6 Feb 1925

Reg. Book. 27294 on the Wood, Iron or Steel TRIPLE SC SA MELITA Master

TONNAGE: - Built at Glasgow By whom Barclay Curle & Co. Ltd. When 1918 -

GROSS 14000 Owners Canadian Pacific Railway Co (Canadian Pacific Steamship Port belonging to Belfast.

UNDER DE. 11094 Owners' Address

NET 8461 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? both Name of Dock 23 from 1st to 8th Destined Voyage Canada.

WB=Cell DBor DBa feet; uE&B feet; f Price 1000 feet;

total capacity tons. FPT tons; APT tons; MT feet tons.

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

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. 12894 Port Ant

(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.

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.

Machinery and Boiler Surveys (including date of N.B., if any).

Society's Freeboard (if assigned) as painted on Ship and now verified 11 ft. 10 1/2 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?

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

RS, OR EXAMINATION AS PER RULE, FOR CONDITION & REPAIRS.

CONDITION:— Vessel placed in dry dock, bottom & mddr cleared, examined, now satisfactory & renovated,

casings, coamings, etc etc examined & found satisfactory, freeboard rough checked & found satisfactory

Forward length of bilge keel Port side renewed. A quantity of bilge keel ribs renewed.

Rudder plate found slightly fractured & notched for girders & was electrically welded in way of

middle arm fracture extended, ends of fracture plugged & rudder plate doubled in way of 3 arms, the

doubling extending above & below each arm.

Is Certificate required? If so, to be sent to

W513-0143 13

Lloyd's Register Foundation

Glasgow.

Continuation of Report No. 44398 dated 12th Feb 1925 on the

18 FEB 1925

LIST:- Indented bottom plating on Port side forward examined & found satisfactory the present, these plates to be dealt with at Owners convenience.

E. W. repairs to stem frame & middle plate examined, stem frame found satisfactory, middle plate fracture in way of middle arm where welded found extended, fracture at end & plate doubled in way.

PAIRS & ADDITIONAL STIFFENING TO BRIDGE DK, BOAT DK, DECKHOUSES, BULWARKS ETC:-

Examination of Bridge Deck at forward & after ends of Deckhouse found stringer for meeting in standing flange, ribs in Bridge Dk bulwark & side plating above bulwark started, of deckhouse foundation bars started on Port & Starboard sides. Deckhouse on Bridge Deck fractured & bottom corners of 2 forward & 1 after door on Port & Starboard sides. Bulkhead at forward end of Deckhouse where extended to ship's side fractured in way of door & window on Port & Starboard. Slight craning at forward break of Boat Deck fractured at forward corners both sides. For meeting started at forward & after breaks of Boat Deck, bar fractured on Port side and break & Boat Deck curtain plate in way fractured.

Owners have at this time fitted additional stiffening & effected repair as follows.

DECK:- 2 Bridge Deck stringer plates & 1 plate in strake next stringer at forward ends of Deckhouse on Port & Starboard sides now fitted with 40 doublings. Deck stringer way re-met.

BULWARK & SIDE PLATING:- The 2 forward & 2 after Bridge Dk bulwark plates which are the ends of the deckhouse renewed of plating .75" thick & double meted to shell plating. Plating between Bridge Dk bulwark & Promenade Dk bulwark both ends renewed of plating. Forward & after Promenade Dk bulwark plates renewed of plating .40" thick. Forward & after plating between Promenade Dk bulwark & Boat Deck curtain plate renewed of plating. Webs fitted at forward end of Bridge Deckhouse at ship's side on frame Nos 123, 129, 135 and on frame Nos 63, 66, 72 & 78 all 30" wide & .40" thick between Bridge & Promenade Dks & .40" thick between Promenade & Boat Decks with double cope iron on inner edge and vertical diamond brackets to Promenade Dk curtain plate where clear of side. Horizontal brackets .50" thick flanged on edge fitted to top of Bridge Dk bulwark at after ends of deckhouse, these brackets extend from 4'-9" forward of deckhouse front to 1st web aft of deckhouse front and at after end from 3'-10" forward to 4'-8" aft web. 2 extra flanged plate stays fitted to Bridge Dk bulwark at forward end at after end all in way of new bulwark & web plates. 6"x4" angle stiffener fitted at between Promenade & Boat Decks at line of after break in Boat Deck. Also above fitted on Port & Starboard sides of the vessel.

4 Outer strakes of deck plating on Port side & 3 on Starboard side at after end of Boat Deck doubled for 7'-5" forward of break bulkhead. 3 outer strakes of deck on both sides at forward break of Boat Deck doubled for 7'-5" aft of break bulkhead. at forward & after breaks both sides cropped and a 6"x3 1/2" bar fitted with 6" standing Deck curtain plate on Port side at forward break cropped & part renewed. at forward break doubled and plate carried forward to form bracket also fitted

H.S.P.

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the following form:-

Makers.	Where and when Superintended.

Makers of Cables.	When and where Superintended.

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18 FEB 1925

BOAT DECK (CONT^d):- with double riveted foundation for 9 Boat Deck doubled at forward corners of skylight. Internal under deck fitted in way of sides of skylight. 2 fore & aft vertical brackets fitted each side of centre line at forward & after breaks, forward ones fitted with angle stiffeners on edge & horizontal diamond brackets to break bulkhead, after ones fitted with double cope iron on face. Boat Deck curtain plate at forward and after breaks on Port & Starboard sides fitted with .50 doubling from 5'-9" forward to 8'-9" aft of forward break bulkhead & from 8'-9" forward to 5'-9" aft of after break bulkhead with extra channels along lower edge of plate, extra girders fitted on deck in way of Davit strops, Additional bars & girders fitted to Davit strops to breaks of Boat Deck.

 supports for
brackets

DECKHOUSE ON BRIDGE DECK:- Foundation bars cropped & part renewed at forward and after ends on sides in way of deck plate where doubled. Deckhouse front plating where extended ships side at forward end of house on Port & Starboard sides cropped & renewed, stiffeners rechecked top & bottom, plating also doubled across top for a depth of 36" and at bottom for a depth of 24". 2 Forward & 1 After door on each side of deckhouse fitted with doublings top & bottom.

On completion of repairs Decks have tested & found satisfactory.

Foundation bars of deckhouse on Bridge Deck is fractured in standing flange on Port & Starboard in way of 2 forward doors also at the bottom corner of doors on Promenade Deck the plate is slightly fractured.

As Owners have not dealt with these at this time, the efficiency of the vessel is not affected & submitted the above items are not inserted in the S. R. List.

SIDE PLATING:- On the Starboard side at after end of Bridge where the shell plate extends Bridge End to form bulwark, there is a slight fracture at the corner of work port door fracture has been drilled at the end & plugged at this time.

W. J. Pyle

George M. Shaw

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