

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 [Signature]

TONNAGE:- Built at Glasgow By whom Barclay Curle & Co Ltd When 1918 - MONTH
GROSS 14000 Owners Canadian Pacific Railway Co (Canadian Pacific Steamship Port belonging to Belfast)
UNDER DE. 11094 Owners' Address [Signature]
NET 8461 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? both Name of Dock 23 from Dock & [Signature] Destined Voyage Canada
WB=Cell DBor DBa feet; uE&B feet; f [Signature] 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

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u> <u>ANNING DK WITH FB</u> <u>1-24</u>		<u>L.M.C.</u> <u>N.S. 2-21</u> <u>B.S. 1-24</u> <u>T.S. (G.L.) 3 11-23</u> <u>C 11-23</u> <u>P.N 11-23</u>
<u>SS. LIV N^o 1-22.</u>		

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?

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

CONDITION:- Vessel placed in dry dock, bottom & rudder cleared, examined, now satisfactory & re-coated, casings, coamings, 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 where notched for girders & where electrically welded in way of middle arm fracture extended, ends of fracture plugged & rudder plate doubled in way of 3 arms, the doubling extending about 4 feet each arm.

DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
and Fair'd or Repaired								
or Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
<u>good</u>	<u>No</u>	<u>not examined</u>	<u>When put on, Month Year</u>
<u>"</u>	<u>No</u>	<u>good</u>	<u>Boats</u>
<u>"</u>	<u>not examined</u>	<u>"</u>	<u>Masts, Yards, &c</u>
<u>not examined</u>	<u>"</u>	<u>not examined</u>	<u>Condition, how ascertained</u>
<u>good</u>	<u>good</u>	<u>good</u>	<u>(State if wedges removed)</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>Sails</u>
<u>not examined</u>	<u>"</u>	<u>"</u>	<u>Equipment letter</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>Anchors, No. of</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>Cables (State if now ranged)</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>" length (on board) size</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>" Rule length size</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>Hawser & Warps</u>
<u>"</u>	<u>"</u>	<u>"</u>	<u>Standing & Running Rigging</u>

Observations, Opinion as to Class, Recommendation, &c.:-
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, 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," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

is in an efficient condition & eligible in our opinion to remain as at present classed in Register Book with the fresh record of survey 2-25 subject to indented plating on Port side being dealt with at Owners convenience, also stem frame (E.W. repairs) being specially next dry docking

Fees applied for, 17/21 1925
Repair Fee (if any) 8 : 8 : 0
If chargeable 2 : :
If (if any) 2 : :
Received by me, [Signature] 3/19 25
Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned 100 A1
Write down
Awng. DK. with fbs. subject to
2 25
17 FEB 1925
W. J. [Signature]
Geo. [Signature]
TUES. 1 DEC 1925
TUES. 20 APR 1926
FRI. 3 DEC 1926
TUES. 25 JAN 1927
Lloyd's Register Foundation

W513-014313

Is Certificate required? If so, to be sent to

Glasgow.

18 FEB 1925

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

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

REPAIRS & 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 P & S sides. Deckhouse on Bridge Deck fractured & bottom corners of 2 forward & 1 after door on Port & St sides. Bulkhead at forward end of Deckhouse where extended to ships side fractured in way of door & window on Port & Starboard. Splight craming 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-meted.

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 side plating between Promenade Dk bulwark & Boat Deck curtain plate renewed of plating. Webs fitted at forward end of Bridge Deckhouse at ships side on frame nos 123, 129, 135 and on frame nos 63, 66, 72 & 78 all 30" wide x .40 thick between Bridge & Promenade Decks & .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 forward & after ends of deckhouse, these brackets extend from 4'-9" forward of deckhouse front to 1'-2" aft of deckhouse front and at after end from 3'-10" forward to 4'-8" aft. 2 extra flanged plate stays fitted to Bridge Dk bulwark at forward end & after end all in way of new bulwark & web plates. 6x4 angle stiffener fitted at between Promenade & Boat Decks at line of after break in Boat Deck. Plates above fitted on Port & St 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 6x3 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.

the following form:-

Makers.	Where and when Superintended.
Makers of Cables.	When and where Superintended.

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

Supports for brass davits

DECKHOUSE ON BRIDGE DECK: - Foundation bars cropped & part renewed at forward and aft ends on sides in way of deck plate where doubled. Deckhouse front plating where extended to ship's side at forward end of house on Port & Starboard sides cropped & renewed, stiffeners attached top & bottom, plating also doubled across top for a depth of 36" and at bottom for a depth of 24". 2 Forward & 1 Aft 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 & St side in way of 2 forward doors also at the bottom corner of doors on Promenade Deck the plate is also 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 St side at aft 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 structure has been drilled at the end & plugged at this time.

W. J. Pyle
George M. Shaw

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