WRECK DEPT No. 46 Top

Rpt. 8. 46 Top

(Received at London Office SAT. 13 AUG. 1921) No. 887

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th July 1921 When handed in at Local Office 19th July 1921 Port of Vancouver BC

No. in Reg. Book. Survey held at Victoria B.C. Date, First Survey 13th July Last Survey 16th July 1921 (No. of Visits 3)

11285 ~~53794~~ on the ~~Wood, Iron or Steel~~ S.S. "CANADIAN EXPORTER" Master W. Bradley

TONNAGE:— Built at Vancouver By whom J Coughlan & Sons When 1920 (Year) 3 (Month)

GROSS 5498 Owners Canadian Government Merchant Marine Ld Port belonging to Montreal

UNDER DK. 4899 Owners' Address As recorded (if not already recorded in Appendix to Register Book).

NET 3385 Surveyed Afloat or in Dry Dock? both Name of Dock Government Dock Victoria Destined Voyage Australia & New Zealand

WB=CellDBorDBa ..... feet; uE&B ..... feet; f ..... 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 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. 846 Port VCR

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. | Years Assigned expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| +100 A1 1.21 Contemplated | | |
| ~~+100 A1 3.20~~ | | + L M C 3.20 |
| | | T S (CL) |

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

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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? not attended Was a damage report made by anyone else? If so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Condition.— Damage stated to have been sustained through the Vessel striking the Dominion Government wharf in the Harbour at Vancouver on 30th July 1920. For further particulars see Log Book.

On examination the Vessel lying in dry dock found:-

Shell plate G N°4 Port side buckled in way of bulkhead at after end of N°1 Hold, also the frame on forward side & the frame on after side of the bulkhead slightly set in and a number of rivets & some caulking started at bulkhead bounding angle and at shell plating in way of G N°4.

NOW DONE for Damage:- Shell plate G N°4 also one frame on each side of bulkhead faired in place, the shell and bulkhead rivets in way of damage tested & a few started rivets being cut out and renewed & the started caulking made good.

| SUMMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|---|---|---|---|---|---|---|---|---|
| Renewed | ✓ | | | | | | | |
| Removed and Faired or Repaired | ✓ | | | | | | | |
| Faired or Repaired in place | 1 | 2 | | | | | | |

PRESENT CONDITION OF THE

| | |
|---|---|
| Decks | good |
| Caulking of Decks | " |
| Waterways | " |
| Coamings | " |
| Beams & Fastenings | " |
| Outside Plating | " |
| Caulking of ditto | " |
| Rivets | " |
| Breasthooks & Crutches | " |
| Transoms | " |
| Frames | " |
| Reverse Frames | " |
| Floors | " |
| Keelsons | " |

| | |
|---|---|
| Stringers | good |
| Inner Bottom Plating | good as far as seen |
| State if Tanks have been examined inside | A.P. only |
| State if Tanks now tested | A.P. only |
| Bulkheads | good |
| Ceiling | " |
| Cement or Asphalt (State which.) | ✓ |
| Rudder | good |
| Steering gear and its connections | " |
| Windlass | ✓ |
| Have Pumps now been examined and found efficient? | |
| Have Sluice Valves now been examined and found efficient? | |
| Have Watertight Doors now been examined and found efficient? | |

| | |
|---|---|
| Dblng. Plates under Sounding Pipes | ✓ |
| Engine Room Skylights | good |
| Coal Bunkers, Open'gs, Lids, &c. | " |
| Scuppers | " |
| Cargo Hatchways | " |
| Hatches | " |
| Planking of Wood Vessels | |
| Caulking ditto | |
| Treenails ditto | |
| Breasthooks & Stemson ditto | |
| Transoms, Pointers, & Crutches ditto | |
| Timbers of Frame at openings ditto | |
| Ditto ditto at other places ditto | |
| Stringers, Clamps & Shelfs ditto | |
| Salting (State if examined.) ditto | |

| | |
|---|---|
| Copper, or Y.M. of Wood Vessels (State if on Felt.) | ✓ |
| When put on, Month — Year | |
| Boats | good |
| Masts, Yards, &c. | " |
| Condition, how ascertained | from deck |
| (State if wedges removed) | ✓ |
| Sails | ✓ |
| Equipment letter | Z |
| Anchors, No. of | 5 |
| Cables (State if now ranged) | no |
| " length (on board) | ~~stated~~ complete |
| " Rule length ..... size | |
| Hawser & Warps | good |
| Standing & Running Rigging | " |

## 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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No.* 1–15 and ptND15, &c."

This Vessel is now in efficient condition eligible in my opinion to remain as classed with fresh record of survey 7.21 subject to additional crash plate fitted in after peak tank, or, the after Peak bulkhead fitted with additional stiffeners on return of Vessel from Australia

Is Certificate required? If so, to be sent to

| | | |
|---|---|---|
| Survey Fee (per Section 28) | £ : : | Fees applied for, 19 July 19 21 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | $35.00 | |
| Travelling Expenses (if chargeable) | $12.25 | Received by me, ..... 19 |
| Second Surveyor's Fee (if any) | £ : : | |

Evan Edwards
Surveyor to Lloyd's Register of Shipping.

TUE. 23 AUG. 1921

TUE. SEP. 27 1921

Committee's Minute

Character Assigned 100 A1 subject

(The Surveyors are requested not to write in this space) 10m.7.19

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For Condition:- Made examination of After Peak tank forward:-

A few rivets leaking through shell plate D No. 2 (from after end of Vessel) on Port side in way of W.T. flat of After Peak tank also a few rivets started through shaft tunnel near top in way of the connecting lug of bulkhead stiffener bracket.

Now done:- Four rivets cut out through shell plate D No. 2, and one through tunnel near top & removed, the inserting & caulking in way of parts found leaking tested & made good and on completion of repairs the After Peak tank tested with water pressure and found satisfactory.

Recommended that an additional wash plate be fitted in the After Peak tank or that the bulkhead be strengthened by fitting additional stiffeners & brackets. The Owners representative states the above recommendation will be submitted to the Owners with view to this work being carried out on return of the Vessel to this port from Australia and that until such time as the recommendation is carried out the After Peak tank will not be used as a "feed" tank but for ballast purposes only being either filled with water or empty.

Bottom & under cleaned examined found in good condition & re-coated.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

| Number of Certificate. | Anchors.* | Weight, Ex. Stock. Cwts. | qrs. | lbs. | Weight of Stock. Cwts. | qrs. | lbs. | Test, per Certificate. Tons. | Cwts. | qrs. | lbs. | Weight Required by Table 30 or 31. Cwts. | qrs. | lbs. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1st Bower ... | | | | | | | | | | | | | | If Patent state name of Patentee. | | If Stockless, state Mechanical Tests. |
| | 2nd " | | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | | |
| | *Collective Weight.* | | | | | | | | | | | | | | | | |
| | Stream ..... | | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | | |

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

## CHAIN CABLES.

| Number of Certificate. | Length and size supplied. Length. Fathoms. | Diam. Ins. | Test per Certificate. Statutory. Tons. | Breaking. Tons. | Weight of Chain Cable. Supplied. Cwts. qrs. lbs. | Per Table 30 or 31. Cwts. qrs. lbs. | Length and size per Table 30 or 31. Length. Fathoms. | Diam. Ins. | Description. | Makers of Cables. | When and where tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire.... | | | | | | | | | | | |

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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