

Rpt. 8.

COPY FOR LONDON

(Received at London Office)

No. 7156

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th. July 47 When handed in at Local Office 10th. July 47 Port of MONTREAL, P.Q.
No. in Reg. Book. Survey held at Montreal, P.Q. Date, First Survey 25th. Feb. Last Survey 24th. June 1947
(No. of Visits 16)

76 on the ~~Wood-Iron-or Steel~~ Screw Steamer "NASCOPIE"
TONNAGE:— Built at Newcastle By whom Swan, Hunter & Wigham
GROSS 2521 Owners Hudson's Bay Co. Owners' Address Richardson Ltd.
UNDER DK. 1591 Managers - - - (if not already recorded in Appendix to Register Book).
NET 1503 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Candn. Vickers Ltd. Destined Voyage -

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. 6865. Port Intl.

(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

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 General Examination and Commencement of S.S.

NOW DONE:— Vessel placed in dry dock, bottom & rudder cleaned, examined & recoated. All holds, tween decks, bunker spaces, spaces above peaks, & engine & boiler spaces cleared for examination, ceiling lifted as required by Rules; all limber boards removed, steelwork generally, including shell plating in way of ash shoot & sidelights, examined, scaled & coated where necessary. Peak tanks examined & tested.

Chain cables ranged & examined, chain locker cleaned & examined. The hatchways, hatch covers & supports throughout examined & found or placed in efficient condition. Ventilators, coamings & covers, quadrant, tiller, steering gear engine & its connections & control gear, air & sounding pipes examined & found or placed in good condition.

(cont'd.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	-	-	-	-	-	-	4	-
Removed and Replaced or Repaired	-	-	-	-	-	-	2	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	Boats	Good	
Coamings	Good	Cement or slab	Good	Oil Bunkers	Good	Masts, Yards, &c.	-	
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Condition, how ascertained (State if wedges removed.)	t	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Equipment letter	4	
" " in way of sidelights	Good	Windlass	-	Hatches	Good	Anchors, No. of	4	
Frames	Good	Have pumps been examined and found efficient?	-	Planking	-	Cables (State if now ranged)	Yes	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	" length 240 fms 1-27/32"	240 fms 1-27/32"	
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	" (on board) 240 fms 1-7/8"	240 fms 1-7/8"	
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Chain Locker	Good	
Floors	-	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	Hawsers & Warps	-	
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	Standing and Running Rigging	-	
Stringers	Good			" " at other places	-	Sails	Slated complete	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-			
Have the Tanks been examined internally?	Peaks			Sinking (State if examined.)	-			
Have the Tanks been tested?	Peaks - Yes							

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 condition and eligible in our opinion to remain as now classed * 100 A1

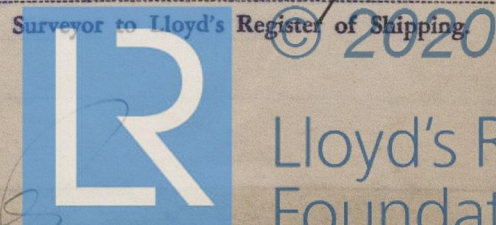
Shelter Deck with freeboard, with fresh records of 6-47 and Examined 6-47 now, and to have the notation of S.S. (with date) on completion of survey.

Survey Fee (per Section 29)	Gen'l. Ex. \$70.00	
Special Damage or Repair Fee (if any) (per Sec. 29)	Pt. S.S. \$200.00	
Travelling Expenses (if chargeable)	Hull Rprs. \$ 50.00	
Second Surveyor's Fee (if any)	\$ 15.00	

Fees applied for
3 July 1947
Received by me,
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Committee's Minute
Character Assigned 6,47 Intl

CERTIFICATE WRITTEN



Lloyd's Register Foundation

W996-0052 1/2

Is Certificate required? If so, to be sent to

REPAIRS NOW EFFECTED:- Cross Bunker -

Forward bulkhead - lower strake fitted with doubler $3/8"$ x $18"$ welded in position port and starboard sides.

Side Bunkers - Main stringer face bar & brackets renewed, port & starboard sides. Alternate frames, port & starboard sides, fitted with $5/16"$ x $3"$ flat bar, welded at opposite hand to flange of existing face bars & extending from 2nd deck to bilge brackets.

Bunker 'Tween Decks - Alternate frames fitted with $3-1/2"$ x $3-1/2"$ x $5/16"$ face bar, welded in position, port & starboard sides. Transverse bulkheads at forward & aft ends, port & starboard sides, cropped & renewed for $18"$ above 2nd deck. 2nd deck stringer plate & adjacent plate, aft end of bunker, renewed, inboard strake suitably doubled, port & starboard sides; all cement chocks in way renewed. Panelling in way of passenger accommodation amidships partly removed to expose shell plating etc., tween deck frames, locally wasted along line of cement chocks, now suitably reinforced & cement chocks renewed.

Steering chains removed ashore, annealed, worn links renewed as found necessary, & all subsequently proof tested to $31-5/8$ tons.

TO COMPLETE SURVEY FOR NOTATION S.S. - All double bottom tanks to be examined & tested; planking on main deck to be removed as required & deck examined; the masts & rigging, windlass, pumps, watertight doors & auxiliary steering gear to be examined. *Freeboard & drilling of shell plating?*

T. J. M. S. J.