

Report No.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

HULL

No. in Reg. Book

Port Toronto, Ontario.

Gross Tonnage 1896

November 10, 19 49.

S.S. "HOWARD HINDMAN"

In drydock, Collingwood, Ont.

Dkg. Lake SS

and Grain a Dam Repairs Survey held

Afloat

Built by Cleveland S.B. Co.

When 1890

Port of Registry Owen Sound

Owners Hindman Transportation Co. Ltd., Intended Voyage Gt. Lakes

Classed BS(Great Lakes Service)

Last Survey

Lake

Special Survey No.

due

3x/1950

Can. Govt. Cert. Expires

* Insert name of Dry Dock; or where, if afloat.

This ship was visited at the request of the Owners, as she lay in drydock at Collingwood on 14th February, 1949 and subsequent dates, in connection with damage stated to have been sustained on 23rd November, 1948, while the vessel was backing into the elevator dock at Goderich, Ontario, the vessel's propeller striking some object, breaking the tips of all four blades, during a voyage from Port Arthur, to Goderich, Ontario, in loaded condition, also damage stated to have been sustained on 25th April, 1948, when vessel hit end of Passage Island, rubbing along starboard side, during a voyage from Owen Sound, Ontario, to Port Arthur, Ontario, in light condition, and later afloat at Collingwood on 1st April, 1949, in connection with completion of Class and Grain Survey commenced in dry dock.

For further particulars of damages refer Log Book.

For particulars of damage repairs, satisfactorily carried out, refer attached copy of report on each damage survey.

In addition the following items were examined and recommendations made:-

| Item | Recommendation |
|--|--|
| Bottom and side shell in order after repairs; refer copy of each damage survey report attached. | A few repairs of a minor nature to be carried out clear of damages. C.O. |
| Condition of shell did not warrant drilling at this time. | Counter plating to be renewed locally where wasted. C.O. |
| Rudder (single plate) removed and converted to streamlined rudder, semi-balanced, in accordance with The Collingwood Shipyards Ltd. Drg.No. 25346, dated 15-2-49, and approved Montreal 17-2-49. | Satisfactory Stelco 604 and Fleetweld 7 electrodes used for manual welding. |
| Sternframe in order after repairs; refer copy of damage survey report attached. | Refer Damage Survey Report. |
| Forepeak tanks steelwork, after damage repairs, in good condition. | Shell and bottom of collision bulkhead to be water tested upon completion of repairs. [OVERC.O.] |

First Visit 14-2-49 Last Visit 1-4-49 Vessel then in good Condition

No. of Visits 7

so far as seen

Fees \$ 110.00

Advised 18-2-49

Expenses 20.00

Paid

\$ 130.00

Surveyor to the British Corporation Register of Shipping and Aircraft.

Chief Surveyor.

1st. Damage
2nd. Expenses

130.00
195.00
325.00
48.00
373.00

Bunkers

002602-002610-0041 1/2

| Item | Recommendation |
|--|--|
| Numbers 1, 2 and 3 double bottom tanks examined internally, port and star'd, and steelwork generally found in satisfactory condition, after damage repairs. Aft peak tank internally found in satisfactory condition. | Shell to be water tested upon completion of all repairs. C.O. Reverse bar on one side frame to be extended at bottom to floor. C.O. In order. |
| <u>Anchors and cables</u> - ranged. Port side - 3 lengths 1-5/8" diar. stud link cable measuring 536 feet. Starboard side - 3-1/2 lengths 1-5/8" diar. stud link cable measuring 512 feet. Total length of cable 174-2/3 fathoms. Port anchor weightmarking 3345 Star'd " " " 3300 | ..... |
| <u>Hawse pipes</u> , and in order. | ..... |
| <u>Chain locker</u> - cleaned and found in order. | ..... |
| <u>Holdfasts</u> in order. | ..... |
| <u>Bilges</u> - none - tank top extends to ship's sides. | ..... |
| <u>Cargo holds and tank tops</u> (cemented over), examined and found in order except as follows:- Three port and one starboard side frame reverse bars, in No.1 hold, fractured. | To be repaired by welding. C.O. |
| <u>Machinery spaces</u> , and found in order structurally. | ..... |
| <u>Frames</u> in order, so far as seen. (side bunkers 3/4 full). | Refer bunkers |
| <u>Bulkheads</u> | In satisfactory condition, so far as seen |
| <u>Windlass</u> | In apparently good condition. |
| <u>Steering gear</u> , rudder & quadrant | S.W.R. transmission and chains to quadrant in order. Tiller on rudder head and tackle in order. |
| | Hand wheel forward in order. Rudder & quadrant in order. |
| | Coamings (peaked), covers and securing arrangements in order. One god tarpaulin per hatchway. |
| | |
| <u>Hatches</u> , sliding steel covers, and tarpaulins. | ..... |
| <u>No access hatches</u> on weather deck to cargo holds. | ..... |
| <u>Air vents</u> , sounding and scupper pipes, and in order, except for deck scupper pipes, starboard side No.2 hold, reduced and leaking. | Scupper pipe to be renewed. C.O. |
| <u>Ventilators</u> (none to cargo holds), and in order. | ..... |
| <u>Gangway doors</u> - are permanently sealed in E.R. P & S, with welded plate on outside, and in order. | ..... |
| <u>Closing arrgts.</u> in superstructure bulkhead. | ..... |
| <u>Decks & deck erections</u> | Forecastle hinged steel doors in order Deckhouses and deckplating in satisfactory condition. Decks hose tested over cargo spaces and proved tight. In order. In order. Pipes steamtight and efficiently lagged Conduits in order. |
| <u>Sidescuttles & deadlights</u> | In order. |
| <u>Cargo hold suction & drains</u> | In order. |
| <u>Steam and exhaust pipes</u> in holds | Coal bunkers to be examined internally Owner's earliest convenience. |
| <u>Electric wiring</u> in way of cargo holds. | ..... |
| <u>Guard rails & protection & access</u> to Crew's quarters. | ..... |
| <u>Masts</u> (no derricks) | ..... |
| <u>Side coal bunkers</u> , approx. 3/4 full, and in order so far as could be seen. | ..... |

Item

Recommendation

This ship has a Canadian Government Load Line Assignment.

To complete this survey internal examination of side coal bunkers is outstanding.

Recommended:

This ship being on the 1st April, 1949, in a good and satisfactory condition and suitable for the carriage of grain, be granted Continuation of her present Class, subject to internal examination of side coal bunkers at Owner's earliest convenience, also that she be granted Seasonal Grain Approval from this date until the Close of Navigation, 1949, except for storage.

Vessel undocked 26th March, 1949.

John L. Muller
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SURVEYOR.



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Lloyd's Register
Foundation

002602-002610-0041 2/2