

AS

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"

Dkg. LakeSS and Grain a Dam Repairs Survey held* In drydock, Collingwood, Ont. 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

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:-

Table with 2 columns: Item and Recommendation. Items include Bottom and side shell, Rudder, Sternframe, Forepeak tanks, etc. Recommendations include minor repairs, counter plating, Stelco 604, and water testing bulkhead.

No PLAN

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 130.00
2nd. " 195.00
Expense 325.00
48.00
373.00

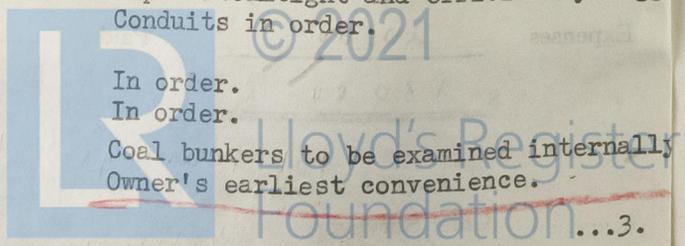
Advised 20-4-49
LakeSS 4/49
AS 3/49
Bunkers

State if a Report on the Machinery accompanies this Report. Yes If not, give reasons.

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HULL

<u>Item</u>	<u>Recommendation</u>
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).	
<u>Bulkheads</u>	Refer bunkers. In satisfactory condition, so far as seen. In apparently good condition.
<u>Windlass</u>	
<u>Steering gear</u> , rudder & quadrant	S.W.R. transmission and chains to quadrant in order. Tiller on rudder head and tackle in order.
<u>Hatches</u> , sliding steel covers, and tarpaulins.	Hand wheel forward in order. Rudder & quadrant in order.
<u>No access hatches</u> on weather deck to cargo holds.	Coamings (peaked), covers and securing arrangements in order. One god tarpaulin per hatchway.
<u>Air vents</u> , sounding and scupper pipes, and in order, except for deck scupper pipes, starboard side No.2 hold, reduced and leaking.
<u>Ventilators</u> (none to cargo holds), and in order.	Scupper pipe to be renewed. C.O.
<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.
<u>Sidescuttles & deadlights</u>	In order.
<u>Cargo hold suction</u> s & drains	In order.
<u>Steam and exhaust pipes</u> in holds	Pipes steamtight and efficiently lagged
<u>Electric wiring</u> in way of cargo holds.	Conduits in order.
<u>Guard rails & protection & access</u> to Crew's quarters.	In order. In order.
<u>Masts</u> (no derricks)	
<u>Side coal bunkers</u> , approx. 3/4 full, and in order so far as could be seen.	Coal bunkers to be examined internally Owner's earliest convenience.



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

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