

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 6th June 1950. When handed in at Local Office 7th June 1950. Port of QUEBEC. (Montreal)

No. in Reg. Book 55697 Survey held at Lauzon, P. Q. Date, First Survey 29th May Last Survey 7th June 1950  
(No. of Visits 6)

on the Wood, Iron or Steel Single Screw Steamer "CITE DE LEVIS"

TONNAGE:— Built at Glasgow By whom Napier &amp; Miller When 1930 9

GROSS 1259 Owners La Traverse de Levis Ltée. Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK 1248 Managers " Port belonging to QUEBEC.

NET 467 Surveyed Afloat or in Dry Dock? on slipway Name of Dock Geo. T. Davies. 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. 7794 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 Examination 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.

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. Damage Rpt. and

Perim Certificate issued, herewith attached. Was a damage report made by anyone else? If so, by whom? Mr. Cartwright for Under-  
PAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Docking and Repairs. writers.

Damage:— Stated to have been sustained whilst making the crossings between Quebec and Levis during the 1949-1950.

Winter Season, encountering ice and striking wharfs.

Work done:— Vessel placed in dry dock, bottom & rudder cleaned examined found or placed in good condition  
and re-coated.

Decks, casings, hatches, coamings, ventilators etc. examined and found satisfactory.

Tween decks generally examined and found satisfactory.

Damage repairs:— Plates number from forward.

Shell plating starboard side:— "C" strake No. 2, removed faired and replaced.

(contd over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed	1	—	—	—	—	—	—	—
Removed and Faired or Repaired	4	—	—	—	—	—	—	see Rpt.
Faired or Repaired in place	7	—	—	—	—	—	—	—

## PRESENT CONDITION OF THE

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. good	When fitted Month Year
Coamings "	Cement or Asphalt —	Oil Bunkers —	Boats good
Frames & Fastenings "	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating "	Steering gear and its connections "	Small Hatchways good	Condition, how ascertained from deck. (State if wedges removed)
" " in way of sidelights "	Windlass "	Hatches good	Equipment letter —
Frames "	Have pumps been examined and found efficient? —	Planking —	Anchors, No. of —
Reverse Frames —	Have Sluice Valves been examined and found efficient? —	Caulking —	Cables (State if now ranged) No
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails —	" length — mean diamr — (on board)
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson —	" Rule length — size —
Booms good	Air and Sounding Pipes good	Transoms, Pointers & Crutches —	Chain Locker —
Belsons "	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Hawser & Warps sufficient
Riggers "		" " at other places —	Standing and Running Rigging good
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Sails —
Have the Tanks been examined internally? Yes		Siding (State if examined) —	
Have the Tanks been tested? Yes			

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,48," or "to remain as classed and to have record of survey, 1,48, and the notations of ss Mtl. 1,48."

This vessel is eligible, in my opinion, to remain as classed and to have record of survey 6,50.

Survey Fee (per Section 28) \$ :  
 Special Damage or Repair Fee (if any) \$75.00 :  
 (per sec. 28) & Repairs  
 Travelling Expenses (if chargeable) \$ 5.00 :  
 Second Surveyor's Fee (if any) \$ :

Fees applied for,  
 9th Aug 1950  
 Received by me,  
 19

Committee's Minute FRI. 15 SEP 1950

Character Assigned 6.50 Lauzon

\$ 5.10

BS 7.50

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation

009122-009130-0109 1/2

Ice damage repairs contd:- "D" strake No. 1 renewed. No. 2 faired in place. No. 3 removed, faired and replaced.

"C" strake No. 2 removed, faired and replaced.

Approx. 700 rivets in way of "F" & "E" strakes renewed.

Shell plating (Port side)

"C" strake Nos. 1 and 3 removed, faired and replaced.

"C" strake No. 4 faired in place.

"E" strake No 2 faired in place.

"F" strake No. 4 faired in place.

Stern frame scarph. rivets renewed.

Ice guard in way of rudder stock a number of rivets renewed.

Main injection grid removed faired and refitted.

Wharf damage repairs:-

Port side

"G" strake No. 3 faired in place.

Three lengths wood fender in way of G3 & 4 renewed.

Heavy face plate in way of above, removed faired & replaced.

Two lengths wood fender aft renewed and face plate part removed, faired and replaced.

One window glass renewed.

Starboard side. 2 side scuttle glassed renewed.

Three lengths wood fender renewed.

Heavy face plate in way removed faired and replaced.

Shelter deck sheer strake No. 1 faired in place.

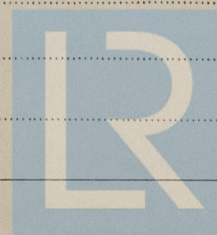
On completion of repairs peak and ballast tanks tested and found satisfactory.

Shell clear of tanks hose tested and found satisfactory.

Wear and tear repairs:-

A few minor deck repairs effected.

*R. D. Campbell*



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