

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Oct 1947 When handed in at Local Office 31st Oct 1947 Port of QUEBEC, P.Q.
No. In 70066
Reg. Book. Survey held at Lauzon, P.Q. Date, First Survey 24th July Last Survey 10th October 1947
(No. of Visits 14)

30378 on the Wood-Iron or Steel S.S. "OAKMOUNT"
TONNAGE:— Built at St. John, N.B. By whom St. John D.D. & S.B. Co. Ltd. When 1945
GROSS 2883 Owners Atlantic Shipping Agencies Ltd. Owners' Address
UNDER DK 2521 Managers Port belonging to Montreal
NET 1655 Champlain Dry Dock

Surveyed Afloat or in Dry Dock? Both Name of Dock Louis Basin afloat 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. 1109 Port St. J.

(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 DOCKING (Grounding) and ALTERATIONS, etc.

Now done:— Vessel placed in dry dock, bottom and rudder cleaned, specially examined (grounding), and no damage found, bottom and rudder re-coated.
Decks, casings, hatches, coamings, ventilators etc. examined, found satisfactory.
Holds, generally examined and now satisfactory.
Freeboard rough checked.

Repairs Wear & Tear:— Rudder plate built up by E.W. in one place.
A few minor deck repairs effected.

Previous Damage Repairs:—

Now done:— Shell plates (s.s.) E strake Nos. 2 and 3 plates faired in place. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	see report
Removed and Faired or Repaired	—	—	—	—	—	—	—	
Faired or Repaired in place	3	—	—	—	—	—	—	

PRESENT CONDITION OF THE

Decks good	Bulkheads pts examined good	Engine Room Skylights good	Copper, or Y.M. (State if on Fell.)
Caulking of Decks "	Ceiling " " "	Coal Bunkers, Openings, Covers, &c. good	When fitted, Month Year
Coamings "	Cement on Asphalts " " "	Oil Bunkers good	Boats good
Beams & Fastenings pts examined good	Rudder good	Scuppers "	Masts, Yards, &c. "
Outside Plating good	Steering gear and its connections good	Cargo Hatchways "	Condition, how ascertained from deck & aloft (State if wedges removed.)
" " in way of sidelights examined	Windlass good	Hatches "	Equipment letter 11
Frames good	Have pumps been examined and found efficient? Not examined	Planking	Anchors, No. of 3 - 1
Reverse Frames --	Have Sluice Valves been examined and found efficient? "	Caulking	Cables (State if now ranged) No. Stated complete
Longitudinals --	Have Watertight Doors been examined and found efficient? "	Treenails	" length 270 size 1 1/16
Transverses --	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	Chain Locker good
Floors pts examined good	Air and Sounding Pipes --	Transoms, Pointers & Crutches	Hawsers & Warps "
Keelsons " " "	Doubling Plates under Sounding Pipes --	Timbers of Frame at openings	Standing and Running Rigging "
Stringers " " "		" " at other places	Sails --
Inner Bottom Plating good		Stringers, Clamps & Shelves	
Have the Tanks been examined internally (See Rpt.)		Siding (State if examined.)	
Have the Tanks been tested?			

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 now in an efficient condition and eligible in our opinion to remain as at present classed in the Register Book, with fresh record of survey 10,47 and to have notation of fitted for oil fuel 10,47.

Survey Fee (per Section 29) \$ 250 00
Alterations
Special Damage or Repair Fee (if any) (per Sec. 29) \$ 12 00
Travelling Expenses (if chargeable) \$
Second Surveyor's Fee (if any) \$

Fees applied for,

Nov 18 1947

Received by me,

19

Wm. J. O'Hara & R. D. Campbell
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

10,47 2bc subject

Fitted for oil fuel 10,47 FP above 150°F.

Radar

S. 8,47

011461-011468-0069/3

Repairs effected:- (cont'd.) Shell plating (p.s.) F strake No. 2 plate, faired in place.

Fore peak bulkhead one wing plate cropped, part removed, faired and replaced.

Boundary angle in way faired in place.

On completion of repairs shell hose tested and fore peak tank tested under water pressure and found satisfactory.

Steering gear:- Not rod and chain type and auxiliary gear generally examined and found satisfactory.

Alterations:- Conversion of vessel from coal burning to oil fuel, etc.

Now done:- No. 6 double bottom tank made oil tight by E.W. and on completion tank tested to rule requirements and found satisfactory. Ceiling fitted.

Existing side bunkers made suitable for carrying oil fuel by means of additional stiffening and bulkheads being arranged and fitted as per approved Plans herewith forwarded with this Report.

Bunker hatches on upper deck removed, the openings remaining efficient fore and afters have been fitted.

Efficient cofferdams fitted between new oil fuel bunkers and No. 4 double bottom feed water tank.

Settling tanks fitted on port and starboard sides, as shown on approved Plans.

Oil fuel tanks extend to bridge deck and efficient expansiontrunks fitted on bridge deck in place of side bunker hatches.

Satisfactory drip trays fitted in way of sloped sides of bunker with drains led to bilge.

Bridge deck over oil fuel tanks made oil tight by E.W. seams and rivets.

Air pipes and filling pipes fitted as per rule requirements.

On completion of alterations oil fuel bunkers and settling tanks tested under water pressure and found satisfactory.

Small diesel oil tank and lubricating oil tank fitted in bridge tween decks as indicated on accompanying sketch drip trays and drains fitted as shown.

Note: All requirements of Section 20 of the Rules have been fully complied with. Other alterations, new masts and rigging have been fitted as per approved Plans.

Boat deck is now plated over from ship's sides to casing top, suitably supported by beams and fore and afters.

Part Special Survey:- The Owners' Representative requests that the following items may be recorded as part S.S.

No. 6 double bottom O.F. tank, oil fuel bunkers, settling tanks, diesel oil tank, lubricating oil tank and fore peak tank, examined internally and tested to Rule requirements.

Masts and rigging (renewed) examined from aloft and from deck and found satisfactory.

(Cont'd.)

Part Special Survey:- (cont'd)

Steering gear and auxiliary gear examined.

To complete Special Survey, all items except those as stated
above.

S.R. List:- Indented shell plating etc., (p & s) and buckled.

F.P. bulkhead, also dry docking (grounding) having been dealt with at
this time.

These items may now be deleted from the Special Reasons List.

Is for J. O. Lewis & R. A. Campbell
SURVEYOR TO LLOYD'S REGISTER