

Loss
1,888

119.

F.E.

Received by Chief Ship Surveyor _____

Received from Chief Ship Surveyor _____

VESSEL'S NAME STEEL S.S. "CANADIAN PIONEER" Rpt. Montreal No. 1681

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/02.)

Transverse No. 833 Depth "d" 18.42'

Framing: Table No. 3 Description Bolt angle as approved

Longitudinal No. 33360

Proportions $\frac{\text{Length}}{\text{Depth}} = \underline{\quad 10.2 \quad}$

Bridge Deck Sheerstrake as approved

The collective weight of the Bower Anchors is 3 cwts 0 qrs. 7 lbs. or 1.8 per cent, less than required by the rules, but in view of the slight deficiency it is submitted the Bower Anchors might be accepted.

The vessel has been examined in dry dock at Quebec and some damage to 5 shell plates &c. repaired.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed \star 100 A.1. (steel)

2 Dks. (steel)

Cell. DB. 333' 1025 t. FPT 149 t. APT 133 t.

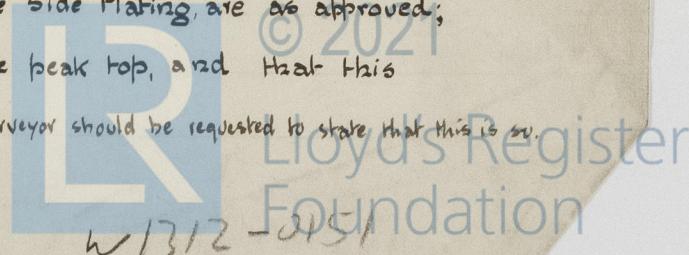
FK. 6BH. Lloyd's A & CP. pt.cem. P 40', B 113', F 30'.

alt.

27.6.19.

It is concluded: the size of the 2nd deck beams, thickness of side girders in Boiler Space, and the riveting of Bridge side Plating, are as approved; also that a hand Pump has been fitted to the fore peak top, and that this and the Downcomer Pump have been tested, but the Surveyor should be requested to state that this is so.

see letter



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