

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14.5.31 When handed in at Local Office 16.5.31 Port of Anvers

No. in Survey held at Anvers Date, First Survey 20-4-31 Last Survey 12-5-1931
Reg. Book. (No. of Visits 9)

65375 on the ~~Wood, Iron or Steel~~ Twin Sc. S.S. "Beaverdale" YEAR. MONTH. 1

TONNAGE: Built at Newcastle By whom Armstrong Whitworth & Co When 1928

GROSS 9957 Owners Canadian Pacific Railway Co. Owners' Address (if not already recorded in Appendix to Register Book.)
UNDER DK. 9189 Managers Canadian Pacific Steamships Co. Port belonging to London

NET 6005 Surveyed Afloat or in Dry Dock? Both Name of Dock City No. 7. Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 17539 Port Ant.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1 5-30</u>		<u>+LMC 1-28</u> <u>75. Cl.</u> <u>BS. (W.T.B.) 5-30</u> <u>15 (CL.)</u>
		<u>Strengthened for Navigation in ice.</u>
		<u>15B + 4W.T. Bls</u>

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 Yes. Not required

Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft. 10 in.

Was a damage report made by anyone else? If so, by whom? Mr. Fotheringham (Sub. case)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by:-

- Collision with the dock wall at London on 29th April 1930.
- Raising derricks at Montreal on 15th May 1930.
- Heavy Weather on (a) 24th Sep. to 25th Oct. 1930. (b) 29th Oct. to 1st Dec. 1930. (c) 7th Jan. to 6th Feb. 1931. (d) 11th Feb to 13th Mar. 1931. (e) 18th Mar to 17th Apr. 1931.
- Stress at St. Johns N.B. on 27th Feb. 1931 & on 2nd Apr. 1931.

and Alterations.
Now Done:- Visit placed in dry dock. Bottom & Rudder cleaned examined & recoaled.
Cables ranged & examined. Windlass overhauled.

Damage Repairs
(1) Shell plate H Shake nos stand side found in place. (See Contn.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								as detailed
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>✓</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>	(State if on Feet). When put on, Month <u>✓</u> Year <u>✓</u>	
Caulking of Decks <u>✓</u>	State if Tanks now tested <u>See Rpt</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Boats <u>Good</u>	Masts, Yards, &c. <u>✓</u>	
Coamings <u>✓</u>	Bulkheads <u>Good</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>✓</u>	Condition, how ascertained <u>From deck</u>	
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Cargo Hatchways <u>✓</u>	Condition, how ascertained <u>From deck</u>	(State if wedges removed) <u>✓</u>	
Outside Plating <u>✓</u>	Cement <u>✓</u>	Hatches <u>✓</u>	Sails <u>✓</u>	Equipment letter <u>✓</u>	
Breasthooks <u>✓</u>	Rudder <u>Good</u>	Planking of Wood Vessels <u>✓</u>	Equipment letter <u>✓</u>	Anchors, No. of <u>4</u>	
Transoms <u>✓</u>	Steering gear and its connections <u>✓</u>	Caulking ditto <u>✓</u>	Anchors, No. of <u>4</u>	Cables (state if now ranged) <u>Yes</u>	
Frames <u>Good</u>	Windlass <u>✓</u>	Treenails ditto <u>✓</u>	Cables (state if now ranged) <u>Yes</u>	" length <u>300 Fms</u> size <u>2 7/8</u>	
Reverse Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>✓</u>	" (on board) <u>00</u> size <u>✓</u>	" Rule length <u>00</u> size <u>✓</u>	
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Transoms, Pointers, & Crutches ditto <u>✓</u>	Hawser & Warps <u>Good</u>	Standing and Running Rigging <u>✓</u>	
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Timbers of Frame at openings ditto <u>✓</u>			
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>✓</u>	Ditto ditto at other places ditto <u>✓</u>			
Keelsons <u>✓</u>		Stringers, Clamps & Shelves ditto <u>✓</u>			
Stringers <u>✓</u>		Sanding ditto <u>✓</u>			
Inner Bottom Plating <u>Good</u>		(State if examined.)			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to remain as classed with fresh record of Survey Ant. 5-31. The notation of S.S. No 1 with date to be deferred until the Survey is completed.

Survey Fee (per Section 20) <u>Alterations</u> £ <u>3150</u> :-	Fees applied for, <u>15/5</u> 19 <u>31</u>
Special Damage or Repair Fee (if any) (per Sec. 20) £ <u>2100</u> :-	Received by me. <u>2.7.31</u>
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute WED. 27 MAY 1931
Character Assigned 100 A1
BS. (W.T.B.) 5-31
S 5-31
Surveyor to Lloyd's Register of Shipping. M. Wray
TUE. 10 NOV 1931
TUE. 15 DEC 1931
FRI. 15 JAN 1932
TUE. 23 FEB 1932
FRI. 3 JUN 1932
Lloyd's Register Foundation
W336-0006

10m. 11.20. Transfer Ink. The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to

Twin Se. S. S. "Beaverdale"

Damage Repairs contd.

1) Riveting & Caulking in way overhauled.

Shell plating has tested on completion & found satisfactory.

2) No 4 port winch frame renewed, cylinder cover & guide bars renewed.

3) (a) A number of defective rivets in the bulwark plating at the end of the bridge port stand renewed. One built Shear on bulwark plating port & stand renewed. 1 Girders bracket in the Engine Room re. reinforced by channel bar.

(b). Riveting of Main Injection Sea Inlet port & stand overhauled & renewed as necessary. Angle on tank side bracket renewed.

Pad on tank top recaulked as necessary.

Work has tested on completion & found in good order.

(c) A number of defective Shell rivets renewed in 3 Keel sections.

Caulking in way overhauled. No 4 & 5 Double bottom tanks tested for same & found in good order. 1 Ventilator deck flange re-caulked.

(d) A few shell rivets in way of No 2 Hold & the Engine Room renewed.

A few rivets in the Bridge front foundation angle & in way of No 3 hatch casing renewed. 1 Stiffener bracket renewed.

Engine Room casing foundation angle partly renewed.

Riveting & Caulking of the after peak bulkhead overhauled.

Shell plating & deck has tested for repairs & after peak bulkhead tested for repairs & all found satisfactory.

(e) Shell riveting & Caulking in way of the forward cross bunker & the after peak tank overhauled & rivets renewed as necessary.

Has tested in way of the Cross bunker & the peak tank fitted & all found satisfactory.

Rudder locking pin removed, examined & refitted in good order.

A few minor repairs.

4) No 8 Stand. winch repaired as necessary. 5 twin deck pillars removed, fitted & refitted.

Alterations.

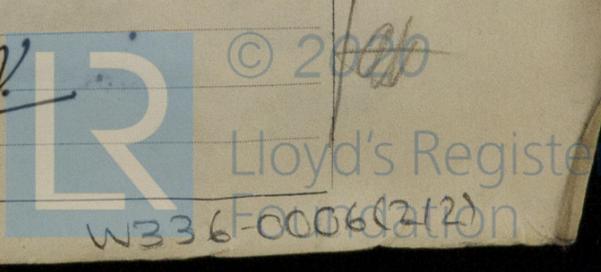
Additional Stiffening has been provided by the fitting of Girders under the upper deck forward & aft of the Bridge ends, additional web frames in the upper twin decks in the vicinity of the Bridge ends, Intercostal Shell Lugs between the frames below the upper deck at the bridge ends & generally in accordance with the plans of the S. S. "Beaverdale" forwarded for guidance with the Surveyor's letter M. 13-4-31. Returned herewith. Plans (2 No) of the work as fitted are also forwarded.

The upper deck has tested for new work as necessary & found satisfactory.

The Examination of the Bottom & Rudder in dry dock may be counted towards the Special Survey No. 1 due 1932-1

To complete the Survey all Rule requirements require to be carried out except examination in dry dock.

J.S.W.



Plans not attached see "Beaverdale"

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

here and when tested and Superintendent.

in and where tested and Superintendent.