

Rpt. 8.

DISCLOSED
SECTION
453

(Received at London Office)

28 MAR 1949

No. 7773

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Feb., 1949. When handed in at Local Office 24th Feb., 1949. Port of Vancouver, B.C.

No. in Reg. Book Survey held at Vancouver, B.C. Date, First Survey 21st Feb. 1949 Last Survey 21st Feb., 1949 (No. of Visits 2)

on the Wood Iron or Steel Single Screw Motorship "IMPERIAL NANAIMO"

TONNAGE:—

Built at Sorel, P.Q.

By whom Marine Industries Ltd.

YEAR MONTH
1937 12

GROSS 400

Owners Imperial Oil Ltd. Marine Dept. Owners' Address

(If not already recorded in Appendix to Register Book)

UNDER DK. 288

Managers W.R. Smeltzer

Port belonging to Vancouver, B.C.

NET 208

Surveyed Afloat or in Dry Dock? Railway Name of Dock B.C. Marine Railway Destined Voyage Coastwise

Cell DBor DBa feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons. FPT tons; APT tons; MT feet tons }

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. 77027573 Port Ver

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.

On 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.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING AND REPAIRS TO NO. 6 PORT CARGO TANK

WORK DONE:— Vessel placed on railway, hull, bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

Generally examined, decks, hatchways, hatches and supports, vents, coamings, casings and skylights, windlass and steering gear and general equipment and found or now placed in good condition.

REPAIRS WEAR AND TEAR:—

Shell Plating No. 6 (Port) Cargo Tank all welded longitudinal framing.

Plate found fractured at heel of floors approx. mid length of tank as shown in the following sketch.

(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								
Removed and Fairied or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Eff.	Eff.	Eff.	Eff.	Eff.	Eff.	Eff.	Eff.
Decks	Eff.	Bulkheads	Eff.	Engine Room Skylights	Eff.	Copper, or Y.M. (State if on Felt.)		
Caulking of Decks	"	Ceiling	"	Cool Bunkers, Openings, Covers, &c.	"	When fitted. Month		Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	Eff.	
Beams & Fastenings	"	Rudder	Eff.	Scuppers	"	Masts, Yards, &c.	Eff.	
Outside Plating	Eff.	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck	
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)		
Frames	"	Have pumps been examined and found efficient?	"	Planking	"	Equipment letter	e	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Anchors, No. of	2B & 1S	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Cables (State if now ranged)	No	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	"	Breasthooks & Stems	"	" length (on board)	stated	
Booms	"	Have Bottom Plating	"	Transoms, Pointers & Crutches	"	" Rule length	complete	
Belsons	"	and found efficient?	Yes	Timbers of Frame at openings	"	Chain Locker	"	
Ringers	"	Air and Sounding Pipes	"	" " at other places	"	Hawse & Warps	Eff.	
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves	"	Stranding and Running Rigging	Eff.	
Have the Tanks been examined internally?	Yes			Salt	"	Sails	"	
Have the Tanks been tested?	Yes			(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 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, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 2,49 subject to outstanding items being dealt with as previously recommended.

Survey Fee (per Section 28) Docking \$ 22.00
Hull \$ 25.00
Special Damage or Repair Fee (if any) (per sec. 28)
Travelling Expenses (if chargeable) \$ 1.00
Second Surveyor's Fee (if any) \$

Fees applied for,

23-Feb-49

Received by me,

19

FRI. 22 APR 1949

Committee's Minute

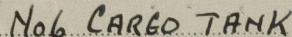
Character Assigned

Surveyor to Lloyd's Register of Shipping.

FRI. 6 MAY 1949

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Lloyd's Register
Foundation



REPAIRS NOW DONE:-

Shell Plate in way No. 6 Cargo Tank - fractures veed out and efficiently electrically welded, and welding of floors to shell plate made continuous.

Thwartship stiffeners fitted in the two spaces effected at mid length of tank and efficiently electrically welded.

On completion of repairs the tank was tested to Rule requirements and found sound and tight.

Other minor repairs carred out.

SPECIAL REASONS LIST NO. 99:- Indented shell plating examined and found efficient
meantime.

No repairs effected.

Interim Certificate issued -- Copy attached.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS

Number of Certificate	Anchors *	WEIGHT EX. STOCK			WEIGHT OF STOCK			TEST PER CERTIFICATE				WEIGHT REQUIRED BY RULE			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

If Patent state name of Patentee
 If Stockless state Mechanical Test

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES

[illegible]

General Committee

"Miroday, 19th May, 1949
Glasgow Committee's decision
confirmed P.K.