

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office..... 27 AUG 1954.....)

Date of writing Report July 19, 1954 When handed in at Local Office..... 19..... Port of New York

Survey held at Hoboken Date First Survey June 28 Last Survey July 7, 1954 (No. of Visits 6)

on the Machinery of ~~the Wood~~ Iron or Steel S.S. "IMPERIAL ALBERTA"

Vessel built at Chester, PA By whom Sun S.B. & Dry Dock Co. When 1949
 Engines made at Lynn, Mass. By whom General Electric When 1949
 Boilers, when made (Main) 1949 (Donkey)
 Owners Imperial Oil Shipping Co. Ltd. Owners' Address.....
 (if not already recorded in Appendix to Register Book.)
 Managers W. R. Smeltzer Port Halifax Voyage.....
 If Surveyed Afloat or in Dry Dock both
 (State name of Dock.) Todd Shipping

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
100AI 6-53 Bal.		IMC 5-50
Classed 5-50		BS 6-53
ss Bal. 5-50		TS (CL) 6-53 W/TB
Carrying petroleum in bulk.		
Fitted for oil fuel 150° F.		F.P. above

Report No. Port.....
 Particulars of Examination and Repairs (if any) Completion of *LMC, BS, TS, & Repairs
 Medical 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 all, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) shall be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case

In special 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 why they were declined.

Has a special damage report made by anyone else? If so, by whom?.....

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **yes**

What parts of the Boilers could not be thus thoroughly examined?.....

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?.....

Latest date of internal examination of each boiler. **Both July 1, 1954** Present condition of funnel(s) **good**

Did the Surveyor examine the Safety Valves of the Main Boilers? **yes** To what pressure were they afterwards adjusted under steam? **965 Lbs/sq.in.**

Did the Surveyor examine the Safety Valves of the Donkey Boilers?..... To what pressure were they afterwards adjusted under steam?.....

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes** and of the Donkey Boilers?.....

Did the Surveyor examine the drain plugs of the Main Boilers?..... and of the Donkey Boilers?.....

Did the Surveyor examine all the mountings of the Main Boilers? **yes** and of the Donkey Boilers?.....

Has the screw shaft now been drawn and examined? **yes** Has it a continuous liner? **yes** Is an approved oil retaining appliance fitted at the after end?.....

Has the shaft now been changed? **yes** If so, state reasons. **Please see below** Has the shaft now fitted been previously used? **no** Has it a continuous liner? **yes**

Is an approved oil retaining appliance fitted at the after end?..... State date of examination of Screw Shaft. **June 28, 1954** State the wear down in the bush. **a good fit**

Is electric light and/or power fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **yes**

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **yes**

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete - Subject as below**

Work done: **placed in floating dock. Propeller, sea connections and their fastenings examined. Screw shaft drawn and examined.**

Completion of the Progressive Survey of the Machinery. Parts now examined:

- Port and intermediate shafting and bearings.
- Reduction gear and bearings.
- H.P. turbine flexible coupling.
- Emergency diesel generator.
- Port Pumproom transfer pump.
- Port Pumproom bilge and ballast pump.
- Port and Starboard) ships service air compressors.
- Starboard control air compressor.
- Starboard control and ships service air receivers internally.
- Starboard Cooler (tested)

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)

Machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record -IMC 7-54, BS 7-54 and CLN 6-54, Subject to main survey. Turbine FWD, bearing bracket being further examined at next drydocking.

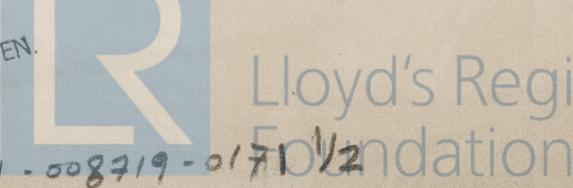
(per Section 29) Part Mch. BS/TS 320.00
 Surveyor's Charge or Repair Fee (if any) (per Section 29) \$ 80.00
 Expenses (if chargeable) \$ 4.00

Fees applied for August 1954
 Received by me,..... 19.....

Surveyor's Minute **NEW YORK AUG 11, 1954**

LMC 7.54 Subject
TS(N) 6.54

B. J. Witowski
Engineer Surveyor to Lloyd's Register of Shipping.



CERTIFICATE WRITTEN

008711-008719-0170 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

S.S. "IMPERIAL ALBERTA"

MCHY. OF THE S. S. "IMPERIAL ALBERTA"

Drain Cooler tank internally.

Atmospheric drain tank internally.

3rd and 4th stage feed motor heaters (tested)

Cargo heating coil return cooler (tested)

Lawson filter

Deaerator and vent condenser (tested)

Port, Starboard and emergency boiler forced draft fans.

Valves, pipes and strainers of the pumping arrangements.

Windlass.

BOILER SURVEY.

Both boilers, superheaters and economisers examined internally and externally together with their principal mountings. Subsequently boilers tested hydraulically to the working pressure.

Safety valves adjusted under steam to the above pressure.

The oil fuel burning arrangements examined and tested under working conditions.

Fire fighting apparatus examined.

ELECTRICAL EQUIPMENT examined and tested as required by the rules.

REPAIRS WEAR AND TEAR:

Tail shaft inner has been found somewhat corroded. The Owners representative decided to fit ship's spare tail shaft. Same examined found in order and marked: 568 SP. Ht 3E 376.2, Ser 2190.2, AB + R.W.R. 77,2.9.49.

Stern bush re-wooded.

A number of minor repairs to sea connections carried out.

Main I. P. Turbine forward bearing bracket found cracked, now repaired by Metalock method.

Recommended further examination at next drydocking.

Main H. P. turbine flexible coupling found worn: ship's spare now fitted.

Cargo heating coils overhauled, renewed where necessary and tested on completion of repairs.

Electrical equipment; about 15 feet of deteriorated (chafing)

el. cables along catwalk at midship section now cropped.

In order to improve the arrangement two W. T. Junction boxes (under catwalk and at bridge after bulkhead) now installed and connected. Above modifications carried out in accordance with rule requirements.

A Number of minor repairs to auxiliaries and electrical equipment carried out.

BW/

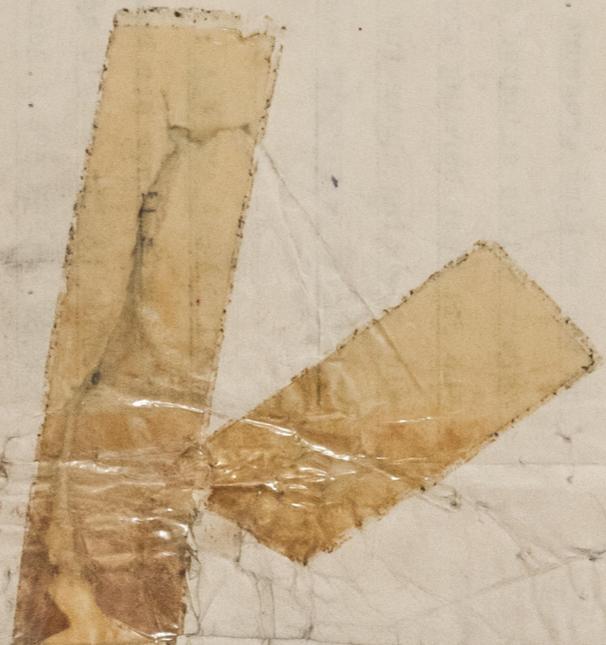


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Noted
subject as recommended

DM
10-9-54



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