

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th June 1950 When handed in at Local Office 8th June 1950 Port of Baltimore, Maryland

No. in Reg. Book 13046 on the ~~Wessex~~ Steel S.S. "IMPERIAL ALBERTA" Survey held at Baltimore, Maryland Date, First Survey 24th April Last Survey 5th May 1950 (No. of Visits 13)

TONNAGE:— Built at Chester, Pa. By whom Sun Shipbuilding & Drydock Co. When 1949 -
GROSS 17883 Owners Imperial Oil Shipping Company Owners' Address -
UNDER DK. 15901 Managers - Port belonging to Halifax, N.S.
NET 10918

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Co. 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. Port

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey for Contemplated Classification.

See Mr. Sladdens letter dated 20th July, 1949 to Montreal Surveyors.

Vessel placed in drydock; bottom and rudder cleaned, examined and recoated. Ship undocked April, 1950.

Main cargo tanks, cofferdams, deep tanks, peak tanks and double bottom tanks examined internally. Several selected main cargo tanks including the end tanks tested satisfactorily. All other tanks including O.F. bunkers tested at building of vessel about 12 months ago.

Dry cargo spaces, fore and after peak spaces and 'tween decks, engine and boiler spaces & pump rooms examined.

Decks, hatchways, covers, supports and closing arrangements, anchors, cables (ranged), chain locker, masts, rigging, steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings, air and sounding pipes, casings and lifeboats examined.

Wear and Tear Repairs:— Defective welding in bottom plating seams cut and rewelded. 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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt.)	
Decks	Good		Good		Good		When fitted, Month Year
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-		
Coamings	"	Cement or Asphalt	Good	Oil Bunkers	Good		Boats
Beams & Fastenings	"	Rudder	"	Scuppers	"		Masts, Yards, &c.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"		Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	"	Windlass	"	Hatches	"		Equipment letter
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-		Anchors, No. of
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-		Cables (State if now ranged) Yes
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-		" length 330 fms. mean diam. 2-11/16"
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-		" Rule length size
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-		Chain Locker
Keelsons	-	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-		Hawsers & Warps
Stringers	-			" " at other places	-		Standing and Running Rigging
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	-		Sails
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	-		
Have the Tanks been tested?	Partly						

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 being now in good and efficient condition appears worthy to be classed with this Society 100A, carrying petroleum in bulk, with record of Drydocking BAL. 4-50, and notations of Special Survey BAL. 5-50.

Survey Fee (per Section 29)	S.S.	\$ 2750.00	Fees applied for, 19 Received by me, 19
Special Damage or Repair Fee (if any) (per Sec. 29)		\$	
Travelling Expenses (if chargeable)		\$ 23.00	
Second Surveyor's Fee (if any)		\$ 30.00	

Committee's Minute ✓ NEW YORK AUG 2 - 1950
Character Assigned S.O.N. Yk. 19-9-50
5-50 Bal } See F.E. Rpt.
S.S. Bal 5-50.
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

