

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 21 AUG 1950)

Date of writing Report 19th June 1950 When handed in at Local Office 19th June 1950 Port of Baltimore, Maryland

No. in Reg. Book 13046 Survey held at Baltimore, Maryland Date, First Survey 24th April Last Survey 5th May 1950 (No. of Visits 15)

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

Gross Tonnage 17883 Vessel built at Chester, Pa. By whom Sun S.B. & Drydock Co. When 1949

Net Tonnage 10918 Engines made at Lynn, Mass. By whom General Electric When 1949

Nominal Horse Power 12500 Boilers, when made (Main) (Donkey)

No. of Main Boilers 2 WT (Spt) Owners Imperial Oil Co. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers - Port Halifax, N.S. Voyage -

Working Pressure 965/897 lbs If Surveyed Afloat or in Dry Dock Drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 1 (State name of Dock.) Maryland Drydock Plant

Previous Report No. - Port -

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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 why they were declined.

Has a 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

Where this was not done, state for what reasons? -

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

What 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 P and S. 2nd May, 1950. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Br 965lbs/Spt.897lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? None, 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? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and power~~ fitted? Yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Now Done:- Vessel placed on drydock; examined propeller and outside fastenings. Sea valves opened, cleaned, examined and found or placed in good condition. Under water valve grids removed, cleaned, examined and replaced.

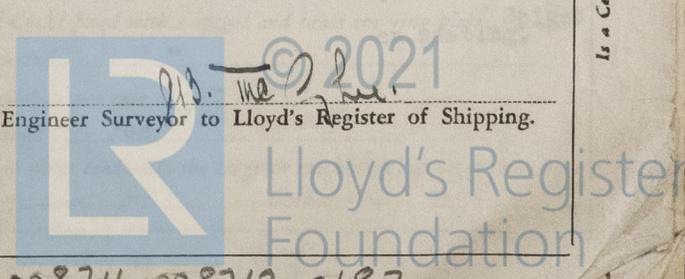
Propeller shaft wear down 1/8". Stern gland repacked. Two W.T. boilers (p&s) opened, cleaned and examined with their doors and fastenings. Boiler tubes along with their superheaters and economizer tubes examined and sighted. Boiler tubes opened, cleaned, examined and found or placed in good condition. Boilers further examined whilst subject to hydrostatic test and again while under steam pressure when safety valves were adjusted to as above. Oil fuel burning system and connections examined under working conditions, also CO two gas fire extinguishing system, examined and tested. HP and LP turbines examined in their entirety with their gears, top half casing lifted, rotors removed, bearings, diaphragms, shafts, journals, bearings and fastenings, rotors replaced and casings closed. Also examined governors, control valves and operating gear, expansion couplings, pinions, gear wheels, main bull wheel P. T. O.

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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

It is submitted that the machinery and boilers of this ship as now seen are in good and efficient condition and suitable in my opinion to be classed with this Society with record of LMC 5-50. Fitted for oil fuel F.P. above 50° F.

Fee (per Section 29) SS & ELECTRICAL \$ 2000 Fees applied for 20.6.1950

Damage or Repair Fee (if any) \$ - Received by me, [Signature] 19 1950
Printing expenses (if chargeable) \$ 33.00 Engineer Surveyor to Lloyd's Register of Shipping.
Committee's Minute NEW YORK AUG 2 - 1950
Signed L.M.C. 5.50. [Signature]



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

Is a Certificate required? If so, to be sent to

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S.S. "IMPERIAL ALBERTA"

Machinery Continued.

and teeth, shafts, journals, bearings and fastenings. HP and LP and main shaft thrusts, collars, bearings and fastenings. Line shaft journals and bearings. Main condenser examined and tested. Examined main circulating pumps, main condensate pumps, lubricating oil pumps, oil fuel burner pumps. Lubricating oil cooler water circulating pumps. Bilge pumps in engine room and pump rooms and transfer pumps in their entirety, with their electric motors, cables and controls megger tested. Also examined steam turbo boiler feed pumps and fire pump. Nos. 1 and 2 auxiliary steam turbo generators and gears examined with their armatures, cables and electrical appliances and megger tested. Generators further examined when carrying full load test and again when operating in parallel.

On completion of repairs, main and auxiliary machinery examined under working conditions during a 4 hour dock steaming test and all parts found in good working condition.

Table with multiple columns containing technical details, inspection notes, and status reports for various machinery components.

Observations, Opinion and Recommendation: It is recommended that the machinery and boilers of this ship be classed with this Society with record of LMS 8-50. Fitted for oil fuel P.T. 50.

