

B.C. (Received at London Office) 1 FEB 1950 No. 7993
REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Dec. 1949 When handed in at Local Office 31st Dec. 1949 Port of Vancouver, B.C.
No. in Reg. Book Survey held at Vancouver, B.C. Date, First Survey 21st Nov., Last Survey 29th Dec., 1949
(No. of Visits 6)

00536 on the ~~Wood~~ ~~Iron~~ Steel Single Screw Steamer "ALASKA PRINCE"

TONNAGE:— Built at North Vancouver, B.C. By whom Wallace Shipyards, Ltd. YEAR MONTH
GROSS 726 Owners British Columbia Steamships Ltd. Owners' Address — When 1920 5
UNDER DECK 515 Managers — Port belonging to Vancouver, B.C.
NET 418

Surveyed Afloat or in Dry Dock? Afloat Name of Dock B.C. Packers Destined Voyage Coastal

IDB or DBa feet; E or B feet; f feet } Particulars of Classification (which must be inserted
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.

st Report, No. 37 Port B.C.

Periodical Surveys, when held, must be reported in detail and serially 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. H. 31.10.49

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? —

PAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION SPECIAL SURVEY (Ship docked and Survey commenced in April, 1949 at Vancouver)

W DONE:— Ship surveyed afloat (between coastal trips)

All oil fuel bunkers consisting of fore peak tank, tank abaft chain locker and double bottom tanks in way of machinery spaces also port and starboard side tanks in machinery spaces (used for carriage of fish oil) also after peak tank (F.W.) now examined internally and tested to Rule requirements.

Weather decks, hatchways, casings, ventilator coamings and general equipment examined and found satisfactory. Freeboard verified.

Load Line Renewal Survey carried out, report forwarded.

(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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)
do	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month Year
do	Cement or Asphalt	—	Oil Bunkers	Good	Boats
do	Rudder	—	Scuppers	Good	Good
do	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.
Good	Windlass	Good	Hatches	do	Condition, how ascertained (State if wedges removed)
Good	Have pumps been examined and found efficient?	—	Planking	—	Equipment letter
—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Good
Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	from deck
—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	—	C 29/16
Good	Air Pipes	Heads Good	Transoms, Pointers & Crutches	—	3B 1S 1K
Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	—	NO
Yes			" " at other places	—	length (on board) mean diam.
Yes			Stringers, Clamps & Shelves	—	Stated complete
			Salting (State if examined)	—	Rule length
				—	Good
				—	Chain Locker
				—	Sufficient
				—	Standing and Running Rigging
				—	Good
				—	Sails
				—	—

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 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 ship is eligible, in my opinion, to remain as classed and to have notation of ss Ver.-4,49 previously recommended.

Survey Fee (per Section 28) Compl. S.S. \$ 70.00

Special Damage or Repair Fee (if any) (per sec. 28) \$

Travelling Expenses (if chargeable) \$ 6.00

Second Surveyor's Fee (if any) \$

Fees applied for,

29 Dec. 1949

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

WED 22 FEB 1950

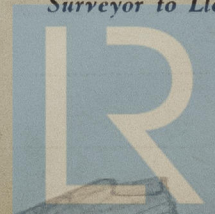
As now

SS Ver.-4,49

MBS * 4,49

CERTIFICATE WRITTEN

(1948.8)



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Lloyd's Register Foundation

REPAIRS:-

Forecastle deck guard rails repaired starboard side.

Ventilator plugs renewed.

Several glasses renewed in poop 'tween deck space, engine room skylight and Crew's skylight.

Hatchway tarpaulins repaired.

Steering compartment hatch cover overhauled.

Sundry other minor repairs carried out.

The Owners propose docking the vessel in April or May next for Annual Survey.

Copy of Interim Certificate B forwarded herewith.

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

ANCHORS

[illegible]

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

CHAIN CABLES

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN