

Rpt. 8

REC'D NEW YORK DEC 24 1957

Date of writing Report 27th. Nov. 1957

When handed in at Local Office

13/12/57

Received London

24 JAN 1958

No. 11276

Survey held at Baltimore, Md.

No. of Visits 6

First Date 6th. Nov. 1957

Last Date 19th. Nov. 1957

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

14278

on the Iron or Steel M.S. "IMPERIAL EDMONTON"

Tons Gross 10702

Built at

By whom WESTINGHOUSE ELEC. & MFG. CO.

Year 1944 Month -

Owners Imperial-Oil- Ltd.

Owner's address (If not already in R.B.)

Managers W.R. Smeltzer

Port of Registry Montreal

Surveyed Afloat or in Drydock Both

Name of Dock Maryland Shipbuilding & Drydock Co.

Date of last examn. in Drydock 13th. Nov. 1957

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 7166

Port H-Y

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery		
Date of Special and of Drydocking Surveys, etc.				
B.S.	2-57	MBS.	ES	11-55
SS	11-55	BSM		2-57
		TSCL		6-56
		S.p.		12-54
		tanker-oils F.P. below 150°F.		

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft. ins.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Repairs.

Repairs Effected Wear & Tear - Fifteen (15) fractures on cargo tank bulkheads veed out, welded & efficient doublers fitted, a number of minor fractures veed & welded. On completion of repairs all cargo tank bulkheads tested & found tight. A number of minor fractures veed out & welded on internal members in cargo tanks. Rudder skeg bushing renewed.

Chain locker division bulkhead cropped & part renewed.

2"

Anchor & chains ranged & examined. Thirty (30) fathoms of chain were found to be undersize and it was stated by the owners representative that the 30 fathoms would be ordered & supplied at the earliest opportunity.

A number of minor items dealt with.

It was stated by the owner's representative that the vessel is no longer on "Progressive Survey".

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel being now so far as seen in good & efficient condition appears worthy to be continued as classed B.S. with record of D.S. 11-57 Baltimore, subject to 30 fathoms of chain cable being supplied at the earliest opportunity.

J.H. McKenney
Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK DEC 26 1957

Minute

DS 11.57. Bal. Subject (with endorsement).

(m) As now.

MBS 11.57.

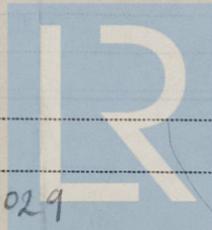


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking. SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank	No	No
Rudder lifted	No		A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	Yes		Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Yes		Deep Tanks	No	No
Holds	No		Oil Fuel Bunkers and Settling Tanks	No	No
*Tween Decks	No		Side Tanks	-	-
Fore Peak Spaces	No		Wing Tanks	-	-
After " "	No		Other Tanks	-	-
Engine Space	No		Cargo Tanks (Tankers)		
Boiler "	No		No. 1 P.&S., 2 P&S, 3C	Yes	Yes
Under Engines and Boilers	No		4 P.&S, 5c, 6P&S, 7C	Yes	Yes
Tunnel and Well	No		8 P&S, 9C.	Yes	Yes
Coal Bunkers	No		Cofferdams	Yes	Yes
Chain Locker	None		Pump Rooms		
Other Spaces	Yes				
			Have Tanks now Examined been Cleaned as Necessary?	Yes	
			Have Strums in Cargo Tanks (of Tankers) been removed?	No	
			Have Tanks been Retested as necessary after completion of any Repairs?	Yes.	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No
 Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No
 Has steelwork had rust removed and afterwards been recoated as necessary? Yes.
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No
 Has a Load Line Survey been held? No If so, state which -
 Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -
 Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report. -

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Y or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating <u>good</u>	Ceiling and Cargo Battens <u>-</u>	Sluice Valves examined and found <u>-</u>
" " in way of side scuttles <u>good</u>	Cement or Asphalt <u>-</u>	Air and Sounding Pipes <u>good</u>
Rudder and Sternframe <u>good</u>	Cargo and other Hatchways <u>good</u>	Doubling Plates under Sounding Pipes <u>-</u>
Decks <u>good</u>	Hatches and closing appliances <u>good</u>	Masts and Rigging examined and found <u>good</u>
Superstructures and their closing appliances <u>good</u>	Ventilators, their coamings and closing appliances <u>good</u>	Condition, how ascertained <u>from deck.</u> (State if wedges removed)
Coamings and Casings <u>good</u>	Companionways and Skylights <u>good</u>	Chain Locker <u>good</u>
Beams and Fastenings <u>good</u>	Shell Openings <u>good</u>	EQUIPMENT
Frames <u>good</u>	Ash Shoots <u>-</u>	Equipment Letter <u>CT 10565</u>
Reverse Frames <u>-</u>	Overboard Discharges and Scuppers <u>good</u>	Anchors, No. of <u>3BLS</u> Condition <u>good</u>
Longitudinals <u>good</u>	Freeing ports <u>-</u>	Cables (State if <u>now</u> ranged and examined) <u>yes</u>
Transverses <u>good</u>	Steering Gear (Main and Auxiliary) <u>good</u>	" length <u>30</u> " mean diam. <u>2 1/2</u>
Floors <u>-</u>	examined and found <u>good</u>	" (on board) Rule Length <u>300 FMS</u> Size <u>2 5/16</u>
Keelsons <u>good</u>	Windlass examined and found <u>good</u>	Hawsers and Warps <u>sufficient</u>
Stringers <u>good</u>	Pumps " " " <u>-</u>	State if any Anchors or Chain Cable have <u>No</u>
Inner Bottom Plating <u>good</u>	W.T. Doors " " " <u>good</u>	now been supplied or retested, if so, <u>-</u>
Bulkheads and Tunnel <u>good</u>		complete Report 8(Eq) and attach. <u>-</u>

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? B-No. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee D.D. \$75.00
 Special ~~Docking~~ or Repair Fee (if any) \$150.00
 Travelling Expenses (if chargeable) \$10.00
 Second Surveyor's Fee (if any) _____
 Date when A/c. Rendered 14/12/57
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