

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 27-7-1953 When handed in at Local Office... 27-7-1953 Port of... Halifax, N. S.
No. in Reg. Book... Survey held at... Halifax, N. S. Date, First Survey... 22-6-53 Last Survey... 7th July, 1953
(No. of Visits... 9)

13672 on the ~~Wood~~ ~~Iron~~ ~~or~~ Steel Single Screw Turbo Electric Steamer "IMPERIAL WINNIPEG"
TONNAGE: Built at... Chester, Pa. By whom... Sun S.B. & Dry Dock Co. When... 1944
GROSS 10,700 Owners... Imperial Oil Shipping Co. Ltd. Owners' Address... As recorded
UNDER DK 9476 Managers... (W. R. Smeltzer, Mgr.) Port belonging to... Montreal
NET 6324

Surveyed Afloat or in Dry Dock? Both Name of Dock... Halifax Shipyards Ltd. Destined Voyage... South American ports.
Cell DBor DBa... feet; uE & B... feet; f... fe
total capacity... tons. FPT... tons; APT... tons; MT... feet... tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

YES
NOW Last Report, No. 1554 Port... PRV

(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 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 Yes. See

Special Damage Reports attached.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Docking, addition of Docking Brackets, Alterations to Bottom Girders and additional Stiffening in Fore Peak.

NOW DONE: Account of Damage (a) stated to have been sustained on 16th June, 1953, due to screwshaft failure, with loss of propeller while on a voyage from Montreal, Quebec, to Amuay Bay, Venezuela, in ballast condition.

(b) stated to have been sustained on 9th April, 1953, due to encountering heavy weather while on a voyage from Puerta La Cruz, Venezuela, to Portland, Maine in loaded condition.

(c) stated to have been sustained by striking an unknown object on an unknown date.

Vessel placed in floating dock, the bottom and rudder cleaned, examined, (rudder lowered on to dock bottom), found or placed in good condition and recoated.

(OVER)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	2 (PART.)	3						
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Parts exd.	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	None		Coal Bunkers, Openings, Covers, &c.	None	(State if on Felt.)	
Coamings	"	Cement or Asphalt	-		Oil Bunkers	(Port bunker good)	When fitted, Month	Year
Beams & Fastenings	Parts exd.	Rudder	Good		Scuppers	(Stard. not exd.)	Good	
Outside Plating	Good	Steering gear and its connections	"		Cargo Hatchways	"	Boats	Good
" " in way of sidelights	"	Windlass	"		Hatches	"	Masts, Yards, &c.	"
Frames	Parts exd.	Have pumps been examined and found efficient?	-		Planking		Condition, how ascertained	From deck
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-		Caulking		(State if wedges removed.)	
Longitudinals	Parts exd.	Have Watertight Doors been examined and found efficient?	Yes		Treenails		Equipment letter	3 B 1 S.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes		Breasthooks & Stemson		Anchors, No. of	Yes
Floors	"	Alr and Sounding Pipes	Parts exd.	Good	Transoms, Pointers & Crutches		Cables (State if now ranged)	Yes
Keelsons	"	Doubling Plates under Sounding Pipes	-		Timbers of Frame at openings		" length 300 fms mean diamr. 2-5/16"	
Stringers	"				" " at other places		" Rule length	size
Inner Bottom Plating	Not exd.				Stringers, Clamps & Shelves		Chain Locker	Good
Have the Tanks been examined internally?	As report				Salting		Hawsers & Warps	"
Have the Tanks been tested?	As report						Standing and Running Rigging	"
							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 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 ship is in good condition and eligible, in my opinion, to remain as classed, with fresh record of DOCKING

SURVEY 7,53 and A.S. 7,53

Progressive survey & Survey Fee (per Section 23)	Alterations	\$260.00	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	Damage (a)	300.00	July 18, 1953
Travelling Expenses (if chargeable)	(b)	50.00	Received by me,
Second Survey Fee (if any)	(c)	100.00	19
		15.00	

Committee's Minute

Character Assigned

7.53Hx without spl cdw (with endorsement from)

As 7.53 BLS 7.53

SLN CL 7.53

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005311-005317-0224 1/2

SS "IMPERIAL WINNIPEG"

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Bottom Shellplating (Numbered from forward)

Aft butts chipped out and re-welded as follows:

Keel Plates Nos. 2, 3, 4, 6, 9, 11, 12, 13 and 14.

Port Side

"A" Strake, plates Nos. 8, 9, 10, 13, 14 and 15.

"B" " " Nos. 7 to 15 inclusive.

"C" " " Nos. 7 to 14 inclusive.

Starboard Side

"A" Strake, Plates Nos. 7, 8, 12, 14 and 15.

"B" " " Nos. 7, 8 & 9.

"C" " " Nos. 6, 7, 8, 9 and 12.

Stress Relieving Straps on bottom shell:

Rivets renewed in "C" Strake relieving straps from forward end (No. 2 Tank) to 2'-0" aft of No. 4 tank aft bulkhead, port and starboard. 1204 rivets renewed (p.s.) 1200 rivets renewed (s.s.)

Water tested upon completion and found tight.

Docking Brackets (Refer London Circular letter dated 8th June, 1953)

At this time docking brackets were fitted on centre keelson, port and starboard, and situated midway between transverses and bulkhead in Nos. 2 to 9 centre tanks. Brackets of 0.5" plate in accordance with Plan "T-2 Tankers, New Docking Brackets on Centre Keelson" - approved Montreal Office A.R.W. 19-6-53 - See copy attached.

Alterations to Bottom Girders

Bottom Girders 10'-0" from centre line, port and starboard, modified at this time in accordance with Halifax Shipyards Ltd., Dartmouth Division/^{Plan.} See copy attached.

Additional Stiffening in Fore Peak.

New web at Frames 99 and 103, as per Plan No. BX-751 - copy attached.

In addition, No. 10 longitudinal, port and starboard, was extended from frame 97 to fore peak bulkhead.

These alterations were examined and the material and workmanship found to be good.

Upon completion, the fore peak tank was tested under pressure to Rule requirements and found satisfactory.

List of Endorsements - No. 2

Indentations in 2nd and 3rd strakes below main deck sheer (P&S).

Examined and found continuing satisfactory. No action taken at this time.

Vessel undocked 6th July, 1953



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