

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

on the ~~Wood~~ ~~Iron~~ ~~or~~ ~~Steel~~ Single Screw Turbo Electric Steamer "IMPERIAL WINNIPEG"

TONNAGE: GROSS 10,700 UNDER DK 9,476 NET 6324 Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1944 Owners Imperial Oil Shipping Co. Ltd. Managers (W. R. Smeltzer, Mgr.)

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 feet total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
BS Tanker	8,51	MBS 8,51
SS NYk	8,51	B1RS 9,52
AS	9,52	msp 8,51
DKG. 9,52 NYk		TS CL 7,50

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 1554 Port ARV

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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Parts exd.	Good	Good	Good	(State if on Feet.)	When fitted, Month Year
Caulking of Decks	"	Ceiling	None	Coal Bunkers, Openings, Covers, &c.	None		
Coamings	"	Cement or Asphalt	-	Oil Bunkers	(Port bunker good)		
Beams & Fastenings	Parts exd. Good	Rudder	Good	Scuppers	(Stard. not exd.)	Good	Boats
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	"	"	Good
" " in way of sidelights	"	Windlass	"	Hatches	"	"	"
Frames	Parts exd. Good	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.)	Equipment letter
Longitudinals	Parts exd. Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails			Anchors, No. of
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson			3 B 1 S.
Floors	"	Have the Tanks been examined internally? Yes	As report	Transoms, Pointers & Crutches			Cables (State if now ranged)
Keelsons	"	Have the Tanks been tested? As report	As report	Timbers of Frame at openings			Yes
Stringers	"	Doubleing Plates under Sounding Pipes	-	" " at other places			" length 300 fms mean diamr. 2-5/16"
Inner Bottom Plating	Not exd.			Stringers, Clamps & Shelves			" Rule length size
Have the Tanks been examined internally? Yes	As report			Salting			Chain Locker
Have the Tanks been tested? As report	As report						Good
							Hawsers & Warps
							"
							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	Fees applied for,
	Damage (a)	July 18, 1953
	" (b)	Received by me,
	" (c)	19
Special Damage or Repair Fee (if any) (per Sec. 23)		
Travelling Expenses (if chargeable)		
Second Survey Fee (if any)		

J. Stevenson
Surveyor to Lloyd's Register of Shipping.

FRIDAY 25 SEP 1953

Character Assigned 7.53Hx without spl cdw (with endorsement from) do. 7.53 B1RS 7.53 (SN) CL 7.53

Lloyd's Register Foundation

005311-005317-0224 1/2

13672

YES

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

Certificate required if so, to be sent to

All cargo tanks, cofferdams, forward and aft, in way of cargo tanks, fore peak tank, chain locker, dry cargo hold, pump rooms and machinery spaces examined.

The following tanks were tested under pressure to Rule requirements:

Fore Peak Tank - following additional stiffening:

Progressive Hull Survey -

No. 1	Cofferdam	Port and starboard
No. 2	Cargo Tank	Port, centre and starboard.
No. 3	" "	Port and starboard.
No. 5	" "	Centre
No. 6	" "	Port and starboard.
No. 8	" "	Centre.
No. 9	" "	Port and starboard.

Test only in progress recorded see with dated 5-10-53

Decks, casings, masts, anchors and cable, general equipment, hatchways, covers, supports and closing appliances, ventilator coamings and covers, fore and aft gangway, steering gear and its connections and control gear, windlass examined, found or placed in good condition.

Freeboard verified - report forwarded.

DAMAGE REPAIRS:

DAMAGE (a) - Rudder, nose plate renewed. Port side plating, bottom half of "contra flow" rudder, renewed. Rudder tested upon completion and found watertight.

Shell Plating: Panel of shell plating, 7'-0" hor. x 6'-6" vert., with 3 frames in way, removed from

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collection Weight												
	Stream.....												
	Kedge												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.	
	Length.	Diam.	Stain-ory.	Breaking Tons.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Inch.	Cwts. qrs. lbs.	Cwts. qrs. lbs.						Fathoms.

Port side, aft, to permit removal of damaged screwshaft and ingress for new shaft. Refitted and welded in place. Hose tested upon completion and found satisfactory. ("E" strake, just forward of aft peak bulkhead).

Starboard anchor cable, one "Baldit" connecting link fitted. One link had been cut to disengage anchor for towing purposes. New link stamped: 53 P.A. 11730 6,53 424630 A.B. 303320.

Rudder stock horizontal coupling: 6 coupling bolts renewed.

DAMAGE (b)

Fore and Aft Gangway, 1 section of grating renewed, 6 sections repaired.

1 Stanchion re-secured to gangway.

Pipe guards, covering deck pipes, port side of hatch to dry cargo hold, re-installed.

Deck Beam: Under forecandle deck, fracture at welded butt veed out and rewelded. (Fracture in line with toe of bracket to chain locker bulkhead - 2nd beam from centre line, starboard side.)

Derrick boom supports (tubular), on forecandle deck, fractures welded and sleeves fitted over affected area and welded in place.

Bulwark brackets, on forecandle deck - No. 1 bracket, port side, and No. 1 bracket starboard side, cut away where fractured at connection to deck plating. Filler plate fitted and the whole satisfactorily welded.

DAMAGE (c) (All in No. 2 cargo tank port)

Shell plating, Port side, numbered from forward:

"G" Strake, Plate No. 6 - cropped and part renewed.

"H" " " " 6 - " " " "

Both plates renewed 13'-4" long between common butts.

Frames: Numbered from deck. -

Longitudinal frames Nos. 4, 5 and 6, cropped and part renewed.

On completion of repairs, No. 2 cargo tank was tested under pressure to Rule requirements and found satisfactory.

Wear and Tear Repairs: Hole about 3/4" diameter welded up under forefoot (at frame 106).

Stem Plate: Indent in stem plate faired in place. Breast hook in way renewed.

Sidescuttle, in firemen's room, port side, aft, shell plate and sidescuttle frame faired, glass renewed.

Forecandle Deck beams: Flat bar strap fitted in way of butt weld in 4 deck beams at aft end.

Cargo Tanks: Searched and numerous fractures veed out and welded at connection of transverse brackets to longitudinal bulkheads, tripping brackets on transverses, corner brackets, centre keelson brackets, web frames.

2 - 12" x 10" vert. "I" section struts completely fractured in No. 2 Port cargo tank. These were bevelled at the fractures and re-welded.

No. 3 Port tank - 2 fractured "I" beam struts veed out and welded.

No. 7 Centre Tank - 1 fractured "I" beam veed out and welded.

No. 9 Port Tank - 1 fractured "I" beam veed out and welded.

Bulkhead fractures: 5/8" holes drilled at each end of each crack and plug welded. Fractures veed out and welded:-

Bhd. between Nos. 1 and 2 tanks starboard - 1.

" " " 2 " 3 " " - 2

" " " 2 " 3 " Centre - 1

" " " 3 " 4 " Starboard - 2

" " " 3 " 4 " Centre - 1

" " " 4 " 5 " Starboard - 1

" " " 6 " 7 " Port - 2

" " " 7 " 8 " Centre - 1

" " " 7 " 8 " Port - 1



SS "IMPERIAL WINNIPEG"

- 4 -

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

J.



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Lloyd's Register
Foundation

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