

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

14 AUG 1953



Port Halifax, N. S.,

M.E.S.S. "IMPERIAL WINNIPEG"

Disaster of 16th June, 1953

This is to Certify that

J. STEVENSON

the undersigned Surveyor to this Society did at the request of

the Owners, attend the Steel Single Screw Turbo-electric Steamship "IMPERIAL WINNIPEG", 10,700 tons gross register, of Montreal, Quebec, on 22nd June, 1953 and subsequent dates whilst she lay on the blocks in the Floating Dock at Halifax Shipyards, Ltd., Halifax, N. S., after damage 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.

For further particulars, refer ship's log books.

Upon examination, the undersigned

FOUND

Screwshaft fractured at big end of taper, shaft projecting (approximately) 1" beyond liner at one point and 3" under liner, diametrically opposite. Fracture roughly angular and not approaching a torsion curve.

Stern Tube: Examined and found in order.

Rudder: Leading edge indented and fractured, apparently by being struck by the falling propeller assembly.

Starboard Anchor Cable: Used to tow the ship following loss of propeller. One link had to be sawn through to disengage anchor.

RECOMMENDED

New screwshaft with continuous liner to be installed.
New propeller to be fitted.

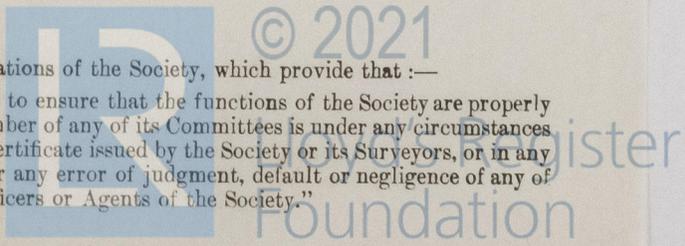
To be re-wooded and bored to suit new screwshaft.

Rose plate of rudder and adjacent plating on port side, bottom half, to be renewed as found necessary.
Rudder to be lifted for examination.

One connecting link to be supplied.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

“While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.”



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Intermediate Shaft & Bearing.

To be examined.

Thrust Shaft and Thrust Block

Thrust block to be opened and shaft and thrust pads examined.

Main Propulsion Motor and Bearings, main propulsion generator and main propulsion controls:

To be opened up for examination and test as may be required to ascertain if any damage has been sustained.

Main and Auxiliary Turbine Strainers

Priming of the boilers may have taken place following the sudden drop in steam load.

Strainers to be examined for signs of priming. If signs indicate that priming has occurred, main and auxiliary turbines to be opened up for examination.

All removals, necessary in order to execute the above recommended repairs, are to be made and afterwards replaced, with new material where required.

All new and disturbed work to be coated.

Upon completion of repairs, the main engines are to be operated and the steering gear tested. Closing plate on port side shell to be hose tested.

These recommendations have been made with a view to the vessel being restored, as far as practicable, to the same condition as before the alleged casualty occurred.

New Tailshaft stamped:

Bethlehem Steel Co. S.I.N.Y. Yard
S4.T. 192-1 A.B. 659W. T.O.H. 349 + 12-19-47

Shaft diameter at top of taper - 18-5/8"
Diameter over liner 20-7/8"
Liner thickness 1-1/8"
Sled type key.

Propeller: 4 blades, solid bronze R.H.

Stamped: T2 - SE - A1 Tanker.

Diameter 19'-6" Pitch 17'-6"

H. No. R.1080 A.B. 349 + T.O.H. 1-13-48
Bethlehem Steel Co., Staten Island, New York, U.S.A.

Fit of propeller on shaft checked.

On assembling the shafting, facilities were not available for reaming the coupling bolt holes for taper bolts. The bolt holes were therefore bored out parallel and parallel bolts 3-5/8" diameter, fitted.

9 spare coupling bolts of this size supplied as spares.

Rudder Stock Horizontal Coupling: Coupling bolts - 6 renewed.

Examination of main and auxiliary turbine strainers did not indicate that priming had occurred. It was not considered necessary to open up the main and auxiliary turbines.



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This further certifies that all recommended repairs and tests have been completed, at this time, to my satisfaction.

J. Stevenson.
Surveyor to Lloyd's Register



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