

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

74 AUG 1953

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)

on the Machinery of the ~~WOOD, TRUNK~~ Steel Single Screw Turbo Electric Steamer "IMPERIAL WINNIPEG"
 13672
 Gross 10,700 Vessel built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1944 -
 Net 6,324 Engines made at Pittsburgh, Pa. By whom Westinghouse Electric & Mfg. Co. When 1944 -
 Boilers, when made (Main) 1940 (Donkey) -
 Owners Imperial Oil Shipping Co. Ltd. Owners' Address As recorded
 (if not already recorded in Appendix to Register Book.)
 Managers (W. R. Smeltzer, Mgr.) Port Montreal Voyage South American ports
 If Surveyed Afloat or in Dry Dock Both Halifax Shipyards, Ld. Floating Dock.
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACT. for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any)

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BS Tanker 8,51	9,52	MBS 8,51
SS NYk. 8,51		BlrS 9,52
AS 9,52		msp 8,51
DKG. 9,52 NYk.		TS CL 7,50
Fitted for O.F.		
OILS F.P. below 150°F.		

Port DAMAGE, DOCKING, SCREW SHAFT, B.S. & MACHINERY C.S.
 Particulars of Examination and Repairs (if any)
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined. See Damage Rpts. copies attached.

Is a damage report made by anyone else? If so, by whom? No.
 Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

What parts of the Boilers could not be thus thoroughly examined? All parts examined
 Steam Engines Continuous Surber

At special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -
 Latest date of internal examination of each boiler 24th June, 1953 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 475 lbs.
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -
 Did the Surveyor examine the drain plugs of the Main Boilers? No drain plugs, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -
 Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? Yes If so, state reasons: Fractured. Propeller lost. Has the shaft now fitted been previously used? No Has it a continuous liner? Yes
 Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 2-7-53 State the wear down in the stern bush working fit Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? As report.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? As report.
 Fine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage, Docking, Screwshaft and B.S. complete.
 Machinery C.S., Auxiliary generator engine damage repairs in hand.

NOW DONE: Account of 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.

Vessel placed in Floating Dock. Screwshaft found fractured at big end of taper. Shaft projecting approximately 1" beyond liner at one point and 3" under liner, diametrically opposite. Fracture angular and not of a torsional nature. Stern tube, intermediate shaft adjacent to screw shaft, thrust shaft and block, main propulsion motor and bearings, main propulsion generator and main propulsion controls, main and auxiliary turbine strainers examined.

Docking: Examined sea connections, main turbine governor and linkage, main and auxiliary condensers (tested), main and auxiliary air ejector, gland seal ejector, port and starboard fuel oil heaters and drain cooler, heater drain inspection tank, port and starboard main condensate pumps, forward fuel oil service pump, inboard fuel oil transfer pump, ship service air compressor, compressed air tank, anchor windlass, engine room bilge pumps, cargo stripping pump in main pump room. All found or placed in good condition.

(OVER)

General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)
 The Boilers and Machinery of this vessel are in good condition and eligible, in my opinion, to remain as classed, with fresh record of BS 6,53, T.S. C.L. N. 7,53 and M.B.S. with date when the cycle of machinery survey has been completed.

Survey Fee (per Section 23) bs Mach. C.S. \$150.00
 Special Damage or Repair Fee (if any) (per Section 23.) \$:
 Printing expenses (if chargeable) Refer Rpt. 8. \$:
 Fees applied for, July 18, 1953
 Received by me, J. Stevenson
 Engineer Surveyor to Lloyd's Register of Shipping.

FRIDAY 25 SEP 1953

Signed Asnow (with endorsement)
 (S/N) C 7.53 Ber. 7.53



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

SS "IMPERIAL WINNIPEG"

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Boiler Survey: The two main water tube boilers and superheaters were examined internally and externally, together with their mountings and the safety valves adjusted under steam to the above pressure.

Repairs due to Damage:

Screwshaft with continuous Liner, renewed.

Stamped: Bethlehem Steel Co. S.I.N.Y. Yard

84 T. 192-1. A.B. 655 W. 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"

Propeller: Renewed. 4 blades, solid bronze R.H.

Stamped: T2 - SE - A.L. 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 checked on shaft. Coupling bolts renewed and one set supplied as spares. Stern tube re-wooded and bored out to working fit.

Main propulsion Motor - (Electrical equipment checked and tested by Westinghouse representative).

Rotor tested 3450 volts - satisfactory.

Field tested 1250 " - "

Main Propulsion generator.

Rotor tested 3450 volts - satisfactory.

Field " 2500 " - "

Insulation resistance of Motor, generator and controls tested to Rule requirements and found satisfactory.

Repairs due to Wear & Tear: Main propulsion turbine throttle valve overhauled and tested to 750 lbs.

Main condensate pumps - spare rotating elements fitted.

A few repairs of a minor nature carried out.

Upon completion of repairs, the main engines were operated, steering gear tested and all found in good condition.

Damage of 22nd June, 1953 - Auxiliary Generator Engine.

While entering the Floating Dock at Halifax, N. S., on 22nd June, 1953, auxiliary generator unit set away for lighting, No. 4 connecting rod assembly let go with damage as follows: Cylinder, piston, connecting rod, with top and bottom end bearings badly fractured, crankshaft hammered and bent, balance weights fractured, camshaft badly hammered and bent, fabricated engine entablature plating set outwards and hammered in way of No. 4 cylinder assembly.

Repairs put in hand at this time, when the damaged plating of engine entablature was cut out and new sections welded in place.

At date of undocking, the Owners had under consideration the question of installing a new engine complete, or, alternatively, re-assembling the present engine with renewals as required.

Endorsement: Auxiliary Diesel Generating unit to be placed in good working order at Owners' earliest convenience.

J.S.



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