





SS "IMPERIAL WINNIPEG"

- 2 -

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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