

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27 FEB 1914 When handed in at Local Office 27 FEB 1914 Port of LIVERPOOL

No. in Reg. Book 647 Survey held at Liverpool Date, First Survey 21 Jan'y 1914 Last Survey 20 Feb'y 1914

on the Wood, Iron or Steel Empress of Ireland Master Murray

TONNAGE: GROSS 14191 Built at Saigon By whom Fairfield Co Ltd When 1906

OWNER DE. 9775 Owners Canadian Pacific Railway Co Port belonging to Liverpool

NET 8028 Owners' Address (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock Burchbank D. Destined Voyage Halifax

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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Periodical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs due to other causes; besides being detailed in 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.

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? yes not required Was a damage report made by anyone else? If so, by whom? Stewart & Shaw

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs Part S.S. No 2

Damage stated to have been caused by striking the dock both at Liverpool and Quebec.

Now done, the bottom andudder examined in Dry Dock now in good order cleaned and recoated; on the port side of the vessel 7 plates in N strike, 4 plates in M strike and 1 plate in Z strike cut off paired and repaired; 2 plates in K, 2 plates in L, 4 plates in M, 2 plates in N and 6 plates in O all paired in place; on the starboard side of vessel 2 plates in K strike, 3 plates in L strike, 2 plates in M strike and 3 plates in N strike cut off paired and repaired; 1 plate in L, 3 plates in M, 2 plates in N and 2 plates in O all paired

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	4 bulkhead plates nearly renewed
Removed and Paired or Repaired	32	86	✓	✓	✓	2	✓	
Faired or Repaired in place	24							

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Good	Good	(State if on Hull)
Caulking of Decks	✓	✓	When put on, Month Year
Waterways	✓	✓	Boats
Beamings	✓	✓	Masts, Yards, &c.
Rivets	✓	✓	Condition, how ascertained
Breasthoeks & Crutches	✓	✓	(State if wedges removed)
Transoms	✓	✓	Sails
Frames	✓	✓	Equipment letter
Reverses Frames	✓	✓	Anchors, No. of
Floors	✓	✓	Cables (state if now ranged)
Keelsons	✓	✓	.. length
			.. Rule length
			Hawser & Warps
			Standing & Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and ptND11, &c."

This vessel is now in good and efficient condition and eligible to remain as classed with fresh record No 2.14 notation of S.S. No 2 being deferred until completion of Survey delete record of deep tank. Stern plating riveting repaired by electric welding to be examined at next dry docking.

Survey Fee (per Section 88) £ 7 : 0 : 0 Fees applied for, welding to be examined at next dry docking

Special Damage or Repair Fee (if any) £ 10 : 10 : 0 Received by me, James Bradley

Travelling Expenses (if chargeable) £ : : 0 Surveyor to Lloyd's Register of British & Foreign Shipping

Second Surveyor's Fee (if any) £ : : 0 LIVERPOOL. 27 FEB 1914

Committee's Minute Character Assigned 100.H.1 record 2.14

S.S. No 2.14 deferred for completion stern plating riveting to be examined at next dry docking Delete record of deep tank.



Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Val. FEB. 28. 1914

Date of writing Report 21st Feb. 1914 When handed in at Local Office 23 FEB 1914 Port of LIVERPOOL

No. in Reg. Book. 647 Survey held at Liverpool Date, First Survey 13 Jan Last Survey 19 Feb 1914
 on the Machinery of the Wood, Iron or Steel timber of "Empress of Ireland" Master J. Murray
 Tonnage { Gross 14191 Net 8028 Vessel built at Glasgow By whom Fairfield & Co Ltd When 1906-6
 Registered Horse Power 3168 Engines made at ditto By whom ditto When 1906
 No. of Main Boilers 9 Boilers, when made (Main) 1906 (Donkey) -
 No. of Donkey Boilers 1 Owners Canadian Pacific Railway Co Port Liverpool Voyage Hafifac. U.S.
 Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Sandon & Brocklebank Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER of Special Survey, Date of last Survey and of Periodical Surveys.	Year assigned to new survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A.1.</u>		<u>+LMC</u>
<u>1.13.</u>		<u>2.10</u>
<u>SS Liv No 1.10.</u>		<u>BS 1.13</u>
		<u>TS 1.13</u>

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 why they were declined? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
 Do. " Donkey " " " yes

If this was not done, state for what reasons? _____
 And what parts of the Boilers could not be thus thoroughly examined? _____

Also what 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 220 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ 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 Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons _____
 Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Both 1/4"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Examined cylinders, pistons and slide valves, crank thrust and tunnel shafting and condensers of both engines, pumps sea connections, propellers and outside fastenings. Both 1st M.P. cylinders bored and new piston rings fitted. The tubes of both condensers drawn, examined and tested, and a number renewed.

Feed and bilge pumps overhauled and parts renewed.

Examined all main boilers inside and outside with their safety valves and mountings. Two furnaces of port forward boiler set up fair. In all boilers 32 screwed stays and 9 manhole doors renewed. Safety valves adjusted under steam to working pressure.

General Observations, Opinion, and Recommendation:—This vessels machinery as far as now seen, is in good and safe working condition and eligible in our opinion to remain as classed, and to have fresh record of survey + L.M.C. 2.14.

Survey Fee (per Section 88) £5.10.0
 Special Damage or Repair Fee (if any) _____
 Working Expenses (if chargeable) _____

Fees applied for 27 FEB 1914
 Received by me, P.D. Shilston & B. G. Oxford
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute LIVERPOOL. 27 FEB 1914 TUE. JUN. 9 - 1914

Assigned L.M.C. 2.14 Ans

MACHINERY CERTIFICATE WRITTEN 4 3 14

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to