

EXTRACT OF LOGS OF THE S. S. "CANADIAN IMPORTER"

August 16th. 1921. 9.14 Stopped for engine room repairs.

11.17 Engine room repairs completed full ahead.

Wednesday, August 17th. No. 2 Starboard bilge showing four feet two inches of water, same reported to Engineer and pumps started. Fresh breeze moderate sea, overcast and clear.

1. p.m. List to starboard 12 degrees. 8.30 put crew in bunkers shifting coal from starboard to port, list increasing to 17 degrees sounding in No. 2 sounding pipe showed full, but by No. 2 port air vent, showed no water, proving tank shack. 2.30 commenced pumping No. 2 ballast tank. 8.p.m. light breeze moderate swell, overcast and clear, list increasing water in No. 2 starboard bilge gaining, all pumps working. 11 p.m. No. 2 tank dry, but hold bilge still increasing, list 22 degrees to starboard. Altered course to north 20 degrees east. 11.45 the main engines stopped.

August 19th. Water in No. 2 Hold gaining all pumps working, 5.30 sent out wireless for assistance. Ship listed to 32 degrees starboard dynamo out of commission. All hands employed for clearing and provisioning lifeboats for emergency, also jettisoning deck load to straighten ship. Distress signals flying. Gentle breeze, smooth sea fine and clear weather. All hands jettisoning deck cargo distress signals flying and lookouts kept for passing ships. 3.50 p.m. Boat with 3rd. Officer and ten men left ship to report condition, boats crew consisting of A. Laird, Second Officer; J. W. Watt, 3rd. Officer; C. S. Greenhill, 2nd. Engineer; R. Newell, Cadet, L. G. Maple, L.B.; G. W. Irwin A.B; L. E. Profitt A.B; F. D. Sisons, Purser; E. Seilken Donkeyman; A Hawker, fireman; G. Banks, fireman; calm clear weather.

August 20th. Ship straightened up list 15 degrees starboard, ship settling by the head, crew throwing deck load overboard forward, five degrees starboard list light breeze, smooth sea, fine, clear weather. Tarpot burning from masthead from sunset to sunrise, crew working deckload until dark.

August 21st. Officer and seamen on watch, distress signals exhibited, crew throwing deck load overboard forward, list four degrees to starboard, light variable airs overcast with alight haze. 6.p.m. stopped throwing deckload overboard, water stopped gaining. Tarpot burning from masthead from sunset to sunrise, officer and one seaman on watch, distress signals shown.

August 22nd. Gentle breeze smooth sea, fine clear weather, crew clearing after deckload. Lookouts kept and distress signals flying. Tarpot burning from the masthead from sunset to sunrise.

August 23rd. Gentle breeze smooth sea, fine and clear, lookouts kept for passing ships, tarpot burning at the mast head from sunset to sunrise. August 24th. Gentle breeze, moderate swell, fine clear weather. Lookouts kept both day and night. 5.30 p.m. boarded U. S. steamer "Cordova", and had wireless message sent through to Owners. Tarpot burning from sunset to sunrise, Gentle breeze smooth sea fine weather.



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Continued.

August 25th. Gentle breeze smooth sea, fine clear weather, lookout kept for passing ships. Tarpot burning at masthead from sunset to sunrise.

August 26th. Gentle breeze smooth sea and fine weather, lookout kept day and night, bonfire burning on top of engineroom skylight.  
August 27th. Moderate and breeze, sea overcast, light rain showers. Bonfire burning on top of engineroom skylight.

August 28th. Moderate gale heavy beam sea, overcast with heavy rain, crew throwing deckload overboard, bonfire burning on top of engine room skylight. Shipping water fore and aft.

August 29th. Strong breeze and heavy beam sea fine and clear, bonfire burning on engine room skylight.

August 30th. Moderate breeze heavy swell fine and clear, bonfire burning from top engineroom skylight. August 31st. Fresh breeze moderate sea, cloudy and clear, bonfire burning on top of engineroom skylight. 10.30 "Canadian Observer" alongside.

Sept. 1st. "Canadian Observer" standing by, moderate breeze heavy swell fine and clear. 1.30 proceeded in tow of "Canadian Observer" 10.30 Towline broken. Observer standing by. September 2nd. Moderate breeze heavy swell overcast and clear, Pump taken from Observer and same fitted up and pumping water from engine room. 6.30 "Canadian Winner" standing by.

September 3rd. 5.10 a.m. Pump from Algerine taken on board and same fitted up, gentle breeze heavy swell fine and clear. "Canadian Winner" picking up towline. September 4th. "Canadian Winner" underrunning towline light breeze overcast and clear slight sea. 2.p.m. towline fast, and proceeded towards Vancouver. September 5th. in tow Canadian Winner 8 a.m. Light breeze smooth, fine and clear weather. Lifeboat with 2nd. Officer and crew arrived with Tug "Sea Lion" 9.30 slipped cable, Canadian Winner hauling same in, 10.30 took towline from towboat "Sea Lion"

September 6th. Gentle breeze smooth sea overcast and clear, ship steering and towing good 8 p.m. Chief Engineer badly burnt with Ethel chloride. 9.p.m. Tug "Sea Monarch" slipped cable 9.45 made fast "Sea Monarch" towline, moderate breeze and sea overcast with rain shower, ship steering badly.

September 8th. Fresh breeze moderate sea, overcast with rain showers. Ship carrying helm hard to port. In tow of Tug "Sea Lion" and "Sea Monarch". Gasoline pumps working about three hours per day.

September 9th. In tow of tug "Sea Lion" and "Sea Monarch", strong breeze rough head sea, overcast and clear, ship carrying helm hard to port. September 10th. Ship not steering carrying helm hard to port. Fresh breeze rough sea overcast and clear, 6.p.m. Ship carrying helm hard to port.

September 11th. In tow of Tug "Sea Lion", and "Sea Monarch", fresh breeze sea moderating, fine and clear. Midnight moderate breeze sea fine and clear weather. September 12th. In tow of Tug "Sea Lion" and "Sea Monarch" ship steering badly. Noon light air, smooth sea, fine and clear weather.



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