

No. 136906

Writing Report... 19... When handed in at Local Office... 13 FEB 1953... Port of LIVERPOOL  
Survey held at LIVERPOOL, Date, First Survey 14.1.53 Last Survey 26<sup>th</sup> January 1953  
on the ~~Wood~~ Iron or Steel T.S.S. EMPRESS OF CANADA. (No. of Visits... 8...)

20325  
 14366  
 11244

Built at Clydebank By whom J. Brown & Co. Ltd. When 1928  
 Owners Canadian Pacific Railway Co. Owners' Address (If not already recorded in Appendix to Register Book).  
 Managers Canadian Pacific S.S. Co. Ltd. Port belonging to London

ed Afloat or in Dry Dock? BOTH Name of Dock GLADSTONE. Destined Voyage \_\_\_\_\_

or DBa \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee

Capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements)

**B.—All alterations in the existing records should be underlined.**

Report, No. 136605. Port Liv.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations consequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the mention of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Sign the dates and initials of any letters respecting this case.

On cases where the Surveyor has not made a special damage report he is required to state whether he  
 1. refused his services for this purpose and to whom and why they were declined \_\_\_\_\_

fred & declined.

Was a damage report made by anyone else? if so, by whom? HAYTSMART.

IS, OR EXAMINATION AS PER RULE, FOR DAMAGE. COMMENCEMENT OF PROGRESSIVE SPECIAL SURVEY  
CONDITION DOCKING. WEAR & TEAR REPAIRS & S.R. LIST.

NAGE. stated by contact with. "TILNIT" in River Mersey on 22.7.52.  
 Formed on starboard aft abreast Cabin D 47.  
 Shell plates in L.M.N. strakes set in at frame 52. (N strake is main sheer)  
 Permanent repairs effected abreast frame 52.  
 1 "N" strake plate faired in place over one space.  
 "M" " " " in one space & on lower beam for 2 spaces  
 "L" " " Cropped & part renewed for about 4'-0" length.  
 Cropped welded.  
 2 ports & deadlights off for access to haul (Please see sheet 2)

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
owed ... ..	1 Cropped							1 d/stinger shell lug removed.
moved and Fair'd or Repaired								
ed or Repaired in place ...	2	1						

CONDITION OF THE		part ex <sup>d</sup> - Efficient	
Decks	do. - do.	Bulkheads	pt ex <sup>d</sup> - Efficient
Fastenings	Efficient	Ceiling	- do - - do -
ting	Efficient	Cement or Asphalt	pt ex <sup>d</sup> - Efficient
In way of sidelights	Efficient	Rudder	Efficient
ames	not exam	Steering gear and its connections	- do -
als	none	Windlass	- do -
pt ex <sup>d</sup> - Efficient		Have pumps been examined and found efficient?	not ex <sup>d</sup>
- do - - do -		Have Sluice Valves been examined and found efficient?	none
- do - - do -		Have Watertight Doors been examined and found efficient?	not exam
om Plating	pt ex <sup>d</sup> - Efficient	Have Ventilators and their Coamings been examined and found efficient?	yes
Tanks been examined internally?	not	Air and Sounding Pipes	pt ex <sup>d</sup> - Efficient
Tanks been tested?	See rpt	Doubling Plates under Sounding Pipes	pt ex <sup>d</sup> - Efficient
		Engine Room Skylights	Efficient
		Coat Bunkers, Openings, Covers, &c	- do -
		Oil Bunkers	pt ex <sup>d</sup> - Efficient
		Scuppers	Efficient
		Cargo Hatchways	Efficient
		Hatches	Efficient
		Planking	
		Caulking	
		Treenails	
		Breasthooks & Stemson	
		Transoms, Pointers & Crutches	
		Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Siding	
		State if examined.	
		Copper, or Y.M.	
		(State if on Felt.)	
		When fitted, Month	Year
		Boats	not exam
		Masts, Yards, &c.	Efficient
		Condition, how ascertained	from dk
		(State if wedges removed.)	
		Equipment letter	
		Anchors, No. of	3 + 1
		Cables (State if now ranged)	partly
		" length	stated mean diam.
		" Rule length	Complete size
		Chain Locker	Efficient
		Hawser & Warps	Efficient
		Standing and Running Rigging	Efficient
		Sails	none

*ral 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 a survey, thus, for example:—"\_\_\_\_\_ to remain as classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This report is submitted for the information of the Committee.

10 (per Section 29)	<i>Pt. A. 1</i>	£	40	0	: 0	Fees applied for,	
11 Damage or Repair Fee (If any)		£	8	8	: 0	20 FEB 1953	19
12 (Sec. 29)	<i>Rhus</i>	£	8	8	: 0	Received by me,	
13 Expenses (If chargeable)		£					19
14 Surveyor's Fee (If any)		£					

T. B. Tillery & Thos J Roberts  
Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute.....

Character Assigned..... Transient to London

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Ret.

W1625-0021 1/2



2.  
— "EMPRESS OF CANADA"—

DAMAGE (CONTINUED)

Permit repairs effected

"C" Deck:— One frame split & faired in place.  
1 shell lug removed faired & refitted.

NOTE

The aforesaid damage repairs were not further examined on account of the subsequent casualty sustained to the vessel.

COMMENCEMENT OF PROGRESSIVE SURVEY

Now done

Tested Fore Peak Tank, Nos 1. 2. & 3 Doublebottom tanks P.S.  
Deep Tank (No 2 Hold).

"Q" double bottom oil fuel tank <sup>P.S.</sup> in way of deep bunker tanks J(P) & C.D.I. K.M. (Starb). only.

Internal blast to "B" & "F" deep oil tanks (in way of "C" deep tank, starb.)

Examined internally.

Double bottom tanks Nos 1 & 3 P.S.

Forepeak tank.

Deep oil fuel bunker tanks J(P) & C.D.I. K.M. (Starb).

"N" double bottom oil fuel tank P.S.

CONDITION DOCKING.

Vessel placed in drydock, shell plating & madders cleaned, examined & recoated

Examined chain locker internally

Anchors and cables part ranged & examined.

Examined 25% storm valves.

WEAR-TEAR REPAIRS EFFECTED.

Overhauled & renewed shell rivets & shell plate edge caulking abreast fore peak tank.

Two odd rivets caulked & or capwelded in way of the forward keel plate.

No 1 after keel plate fitted with efficient external double plate (welded).

A number of shell rivets renewed & or caulked abreast of the oil fuel bunker deep tanks P.S.

S.R. List Specially examined side shell frames in way of main galley spaces amidships - cement chocks in way removed and repairs to approx 24 frames by cropping & part renewal of same were in progress. until time of the subsequent casualty. Progressive survey advanced at this time as reported above.

ENDORSEMENT - Indented shell plating P.S. examined & found efficient.

(Please see cont sheet 3)



— “EMPRESS OF CANADA” —NOTE

Visited vessel on account of reported fire damage on 25<sup>th</sup> January 1953 and found vessel lying on her port side in Gladstone N<sup>o</sup> 1 Branch Dock Liverpool & fire brigades in attendance.

Thos. J. Roberts



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Foundation