

No. 1369.06

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

(Received at London Office)

25 FEB 1953

Report made at LIVERPOOL When handed in at Local Office 20 FEB 1953 Port of LIVERPOOL

Survey held at LIVERPOOL Date 13/1/53 First Survey 13/1/53 Last Survey 23/1/53 (No. of Visits 12)

the Machinery of the T.S.S. EMPRESS OF CANADA

Vessel built at Clydebank By whom J. Brown & Co. Ltd. Year 1928 Month 12

Engines made at do. By whom do. When 1928

Boilers, when made (Main) 1928 (Donkey) 1928

Owners Canadian Pacific Railway Co. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Canadian Pacific S.S. Ltd. Port London Voyage flandern 80

If Surveyed Afloat ☒ in Dry Dock flandern 80 (State name of Dock.)

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

CHARACTER. * 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)
*100A1 with fbd.		*LMC(P)3,52
2,52		BS 2,52
ssGls.-7,47		TS CL(S)12,50
ss(P)Liv.-2,52		(P)1,52
Fitted for oil fuel 12,28 etc.		

No. 20325 Port Part M.S., pub 85, Donkey  
of Examination and Repairs (if any) Part M.S., pub 85, Donkey  
When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and details respecting this case.

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.

Report made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a through examination at this time? All except fire & scum.

Donkey Fire & scum What parts of the Boilers could not be thus thoroughly examined? Progressive Survey.

When in the absence of internal examination, were adopted by the Surveyor? At 14.1.53.

of internal examination of each boiler? AS & AP 15.1.53, FC & AC 16.1.53, FS & FP 19.1.53

examine the Safety Valves of the Main Boilers? All except fire & scum. To what pressure were they afterwards adjusted under steam? Not adj'd

examine the Safety Valves of the Donkey Boilers? All except fire & scum. To what pressure were they afterwards adjusted under steam?

examine all the manholes, doors and their fastenings of the Main Boilers? All except fire & scum. and of the Donkey Boilers?

examine the drain plugs of the Main Boilers? All except fire & scum. and of the Donkey Boilers?

examine all the mountings of the Main Boilers? All except fire & scum. and of the Donkey Boilers?

It now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? Yes Has it a continuous liner?

retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 10/1/53 State the wear down in the

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

to complete, state what arrangements have been made for its completion and what remains to be done. Surveys not completed as usual

by fire & scum lying on her side in wet dock bottom.

fire the following survey work affected: placed in dry dock, propellers and all outside fastenings, examined and in order

valves opened up, examined & now in efficient condition - port diesel cooling water

valves and port lub oil cooler discharge valves temporarily repaired and to be

at next dry docking.

following machinery opened up, examined in conjunction with M.O.T and put in good

port main air pump, port manoeuvring valve, port main and auxiliary reciprocating

pumps, port steering gear and pump, port evaporator, port thrust, port bridge &

port pump, port extractor pump, port turbo generator, port inter shafting, port

generator engine, 2 port lub oil pumps, port turbo fuel pumps, emergency

port pump, port gearings, 2nd aft & port fire main circulating pumps.

port steering gear pump balance pistons removed, port bridge pump replaced built up &

Observations, Opinion, and Recommendation: This information forwarded for the

early 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

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

140 lb., FD, &c.)

Signature of the Committee - Vessel at present lying on her side in wet dock after a serious fire.

BS. 53.0.0  
MS 36.0.0

Fees applied for, 20 FEB 1953  
Received by me, Im

D. Miller Fred. G. Bury  
Engineer Surveyor to Lloyd's Register of Shipping.

Signature LIVERPOOL

Transmit to London



Lloyd's Register Foundation

W1675-0024 1/2



T.S.S. EMPRESS OF CANADA cont'd

sealing rings removed, recommissioned air pump fitted. Port turbo pump  
 water bearings & pinion bearings dismantled & aligned. Port diesel generator  
 engine, one cylinder covers, all bottom end bolts & one bearing renewed, etc.

In BS

All water tube boilers together with the aft Scotch boiler examined  
 throughout and repairs recommended where necessary - these  
 were in progress at time of mishap to vessel. In the case  
 of the fwd centre W.T. boiler superheater drums, several circumferential  
 cracks at hot-end tube holes had been cut out & filled in by E.W.,  
 the fwd pass tubes had all been renewed. Numerous marble  
 door spigots had been built up & numerous generating tubes  
 renewed throughout the W.T. boilers. Several main stop valves (Cast  
 steel) had been removed to the shop for repairs.

*J. B. Melt*