

~~Awning or Shelter Deck.~~

STEEL STEAMER.

No. 41917

~~or Pl. Awning Deck.~~

State if Report is also sent on the Machinery of the Vessel

Yes.

Port of Glasgow Date of completion of Report 8th May 1922 Received at London Office
Survey held at Govan Glasgow Date, First Survey 2nd Decr. 1918 Last Survey 2nd May 1922.

On the Twin Screw S/S "EMPRESS OF CANADA" Rig Schooner.

TONNAGE under 11442.46 (D.R. GEARED TURBINES) CLASS 100 A.I. SHELTER D^K FEET.

Do. between Tonnage Dk. and 3727.80 Breadth (greatest moulded) 77.5 Master Hailey

Do. of R. Qr. Dk. 2696.28 Depth, at middle of length from top of keel to top of 37.25 Year of Appointment 1922

Do. of Bridge House 2229.76 beams at side of uppermost Continuous Deck 114.75 Built at Govan Glasgow

Do. of Forecastle 1396.14 Deduct height of 'tween deck when this does not exceed 8ft. 624.38 When built 1922 Launched 17 Aug 1920

Do. of Houses on Deck 21516.84 Transverse Number 71647 By whom built Fairfield Ship^g & Eng^g Co Ltd

Do. of excess of Hatchways 1462.61 Length on deck from fore part of stem to after part of 624.38 Owners Canadian Pacific Railway Co.

Do. above Crown of 21516.84 sternpost 96.70 Managers Canadian Pacific Steamships Ltd.

Gross Tonnage 1462.61 Longitudinal Number 11.59 (Where necessary to be entered in Reg. Book.)

Less Crew Space 21516.84 Depth "d" at middle of length. 5.54 Residence London

Less above Crown of 21516.84 Proportions, Depths to Length, Uppermost Continuous 11.59 Port belonging to London

TONNAGE FOR FEES... 6885.39 Deck at side to top of keel BRIDGE Dk.

Less Engine Room 357.77 " " " Upper Deck at side

Less Navigation Spaces 12811.07 " " " to top of keel

Register Tonnage 12811.07 Destined Voyage Vancouver If Surveyed while Building, Afloat, or in Dry Dock Yes

as cut on Beam...

LENGTH on Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
624	4	1/2	77	6		42.2	4	2	5	
Length	627		breadth	77.9		depth.	31.7			
of Ship per Register,										
Length	627		breadth	77.9		depth.	31.7			

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or Bars, amidships	9	3 1/2	3 1/2	52	PILLARS, in 'tween Deck, size and spacing	Three Rows of Intercostal				
peaks	9	3 1/2	3 1/2	44	" Hold	Orders with pillars				
way of Double Bottoms at Solid Floors	4	4	58	4	" Quarter, 'tween Dks.,	Spaced 4 and 6 spaces				
" at intermdt. Bkts.					" in Hold	as per approved plan				
of Frames from centre to centre amidships	36			36	KEELSONS AND STRINGERS.					
length to collision bulkhead	36	27	24	36	CENTRE LINE KEELSON, Vertical Plate above					
of Frames from centre to centre in peaks	24			24	floors, Through Plate, or Intercostal Plate					
SED FRAME, Angles					Rider Plate					
way of Double bottoms at Solid Floors	4	4	58	4	Flat Keel Plate Angles					
" at intermdt. Bkts.					Horizontal Plates on Floors					
NG, depth of girder	9			9	Angles of Bulb Angles					
S, depth and thickness of Floor Plate					SIDE KEELSONS, Number					
at mid-line for 1/2 length amidships					Angles or Bulb Angles					
in way of Engine and Boiler spaces					Plate above floors, for	length				
thickness at the ends of vessel					Intercostal Plate, for	length				
depth at 1/2 the half-bdth. as per Rule					Attached to outside plating with Angle					
height extended at the Bilges					BILGE KEELSON, Angles					
S, in Cell Double Bottoms	52			52	Intercostal Plate, for	length				
state if flanged (top and bottom)	40			40	Attached to outside plating with Angle					
spacing of Solid	36			36	Two	Two				
E GIRDER, in Dbl. bottom, dpth & thcknss	54	74	54	74	SIDE STRINGERS, Number	Two	Two			
" Angles, Top	4	4	66	4	" Angle	4 1/2	4 1/2	64	4 1/2	4 1/2
" Bottom	5	5	74	5	" Intercostal Plate, for	37	48	37	48	
" to Floors	6	6	64	6	" Attached to outside plating with Angle	3 1/2	3 1/2	46	3 1/2	3 1/2
Brackets at intermdt. frmg. width & thcknss										
GIRDERS, number and thickness	Four	52	Four	52	Awning or Shelter Deck Stringer Plates,	56	58	56	58	
" state if flanged (top & bottom)	(TWO CONTINUOUS)		(2 CONTINUOUS)		breadth and thickness	3 1/2	3 1/2	58	3 1/2	3 1/2
Angles	Top & Bottom	4	4	58	" Angle on ditto	Two	Two	58	3 1/2	3 1/2
IN PLATE, depth (exclusive of flange)		41		66	" Tie Plates, fore and aft, outside Hatchways	3 1/2	3 1/2	46	3 1/2	3 1/2
and thickness		4	4	66	" Deck, * Steel, for	Full	Ing.	50	40	
Angles to outside plating		3 1/2	3 1/2	58	" Wood Deck, Material & thickness	6 x 2 1/2	P.P.	Teakoid in accorn		
" to floors		3 1/2	3 1/2	58	Upper Deck Stringer Plate, breadth and	56	50	56	50	
Brackets at intermdt. frmg. width & thcknss					thickness	56	50	56	50	
Height of Brackets above at bilge	42" ABOVE MARGIN		42" ABOVE MARGIN		" Angles on ditto, No. Two	3 1/2	3 1/2	58	3 1/2	3 1/2
BOTTOM PLATING, breadth and	53	66	53	66	" Tie Plates, outside Hatchways	3 1/2	3 1/2	46	3 1/2	3 1/2
thickness of Middle Line Strake	E 62; B 64	E 62; B 64	E 62; B 64		" Deck, * Steel, for	Full	Ing.	42	32	
" thickness in Engine and Boiler space	52		52		" Wood Deck, Material & thickness	2 1/2	p. pine	Teakoid Cement Tiles		
" Remainder in Holds					Second Deck Stringer Plates, br'dth & thckn's	56	40	56	40	
S, Awning or Shltr Dk, Single Angle	9	3 1/2	3 1/2	44	" Angles on ditto, No. Two	3 1/2	3 1/2	58	3 1/2	3 1/2
Bulb Angle, Plate, Tee Bulb or Channel	36			36	" Tie Plates, outside Hatchways	3 1/2	3 1/2	46	3 1/2	3 1/2
spacing					" Deck, * Material and thickness	Steel	1/32 increased	3/32 increased		
S, Upper Deck, Single Angle, Bulb Angle	9	3 1/2	3 1/2	44	Third, Fourth & Fifth Deck Stringer Plate,	56	40	56	40	
Plate, Tee Bulb or Channel	36			36	breadth and thickness	56	40	56	40	
spacing					" Angles on ditto, No. Two	3 1/2	3 1/2	58	3 1/2	3 1/2
S, Second, Third & Fourth Deck, Single	9	3 1/2	3 1/2	44	" Tie Plates, outside Hatchways	3 1/2	3 1/2	46	3 1/2	3 1/2
Plate, Tee Bulb or Channel	36			36	" Deck, Material and thickness	Steel	1/32 increased	3/32 increased		
spacing					Forecastle Deck Stringer Plate, br'dth & thckn's	56	40	56	40	
S, Bridge Deck, Angle, Bulb Angle, Plate	9	3 1/2	3 1/2	44	" Angles on ditto	3 1/2	3 1/2	58	3 1/2	3 1/2
Plate, Tee Bulb or Channel	36			36	" Tie Plates					
spacing					" Deck, Material and thickness					
S, Forecastle Deck, Angle, Bulb Angle	9	3 1/2	3 1/2	44	Bridge Deck Stringer Plate, br'dth & thickness	80	80	80	80	
Plate, Tee Bulb or Channel	36			36	" Angle on ditto	3 1/2	3 1/2	58	3 1/2	3 1/2
spacing					" Tie Plates	4	4	60	4	4
S, Forecastle Deck, Angle, Bulb Angle	9	3 1/2	3 1/2	44	" Deck, Material and thickness	Steel	1/60	1/60	3	TEAK
Plate, Tee Bulb or Channel	36			36	Forecastle Deck Stringer Plate, br'dth & thckn's	56	40	56	40	
spacing					" Angles on ditto	3 1/2	3 1/2	48	3 1/2	3 1/2
S, Forecastle Deck, Angle, Bulb Angle	9	3 1/2	3 1/2	44	" Tie Plates	Steel	1/38	1/38	3	TEAK
Plate, Tee Bulb or Channel	36			36	" Deck, Material and thickness	5 x 3	TEAK	3	TEAK	
spacing										

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

Form No. 13. 1m, 11, 19. T.

W166-0016 (1/2)

GENERAL REMARKS—(continued).

This vessel has insulated hold spaces fitted for the carriage of refrigerated cargo. (For particulars see separate Report.)

This vessel sustained damage to her stern on the 13th April 1922, through Collision with Merklund's Wharf *Partick*.

The contour plates, SF(2) SF(3) and shell plate J.1. (port side) were indented and two cant frames in way of these plates were set in. The shell plates were faired in place, the inside buttstrap connecting the vertical contour plates straightened, reshaped & refitted. A doubler .44 in thickness was fitted to J.1. extending over two spaces after this plate had been faired.

One cant frame on port side renewed. The reversed frame faired and the beam knee renewed of increased size. The channel cant frame on center line was faired and a back piece fitted in way of buttstrap to contour plates.

All shell holes were recountersunk before the work was renewed.

The repairs effected are satisfactory and the vessel is now in good & efficient condition. Services offered but no damage report required by Builders.

The vessel was seen in dry dock on 3rd Aug & 14th Sept. 1921 and again on the 18th April 1922. Vessel found in good condition. Bottom recoated. The record of "pt. Cen" should be made in the Register Book.

As the completion of the vessel has been delayed owing to the joiners strike it is desired that the date of build might be 6/22. In view of the circumstances and the condition of the vessel this date of completion is recommended for the approval of the Committee.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., { Combined Bridge & Forecastle 529

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

Bridge and Promenade decks on top of Shelter Deck

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given should appear in the Register Book) 4 decks (all) Shelter deck (all part w.s.); Bridge & Promenade Dks (Stl p

Official No. 146 215; Signal Letters

State if Machinery is fitted aft

no

How are the surfaces preserved from oxidation? Inside

Cement and cement wash in double bottom
Mineral oil in Fuel Bunkers
Paint & Bituminous Compositions elsewhere

Paint & Bottom composition

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	117	464	Fore peak tank,	28	10
Double bottom, under Engines and Boilers,	-	-	After peak tank,	34	22
Double bottom, under Engines only,	57	402	Deep tank, aft,	96	56
Double bottom, under Boilers only,	186	1530	Deep tank, forward,		
Double bottom, forward,	170	624	Other tanks, if fitted,		
Total Length = 530 ft.		Total capacity of double bottom 3020	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules.

Yes.

Order for Special Survey No. 5254

Date 28. 6. 1919

No. 528 in-builder's yard.

DATES of Surveys held while building

(1918) Dec 2, 3, 6, 11, 12, 18 (1919) Jan 22, Feb 19, 20, Mar 7, 13, 19, Apr 1, 9, 11, 17, May 2, 12, 19, 27, Jun 2, 10, 16, 19, 25, July 4, 15, Aug 5, 16, 25, Oct 1, 3, 10, 14, 27, 29, 30, Nov 5, 19, 20, 26, Dec 2, 5, 11, 24, 29 (1920) Jan 16, 18, 29, Feb 2, 3, 4, 5, 11, 12, 13, 19, 20, 24, 25, 27, Mar 10, 15, 16, 18, 19, 23, 25, 26, 29, Apr 1, 6, 7, 8, 9, 12, 15, 16, 19, 22, 23, 29, 30, May 5, 7, 10, 11, 14, 19, 21, 27, 28, Jun 7, 9, 10, 11, 16, 18, 23, 25, 28, 29, July 5, 12, 14, Aug 6, 16, 24, 27, 31, Sep 6, 7, 9, 10, 11, 15, 16, 22, Oct 4, 8, 15, 25, 27, 28, 29, Nov 3, 4, 9, 15, 23, Dec 2, 29 (1921) Jan 19, 26, Feb 1, 2, 4, 8, 9, 31, 22, 27, Mar 4, 9, 18, 19, 20, 23, 24, 27, Jun 2, 9, 10, 13, 14, 16, 28, 29, July 27, 28, Aug 2, 3, 4, 17, Sep 7, 19, 25, 29, Oct 4, 6, 17, Nov 2, Total No. of Visits 2
Nov 14, 16, Dec 2, 5, 6, 12, 13, 16, 22, 23, 27 (1922) Jan 9, 10, 12, 20, 25, Feb 8, Mar 2, Apr 14, 18, 20, 24, 26, 27, 29, 30, May 1, 2.

Surveyor's Signature Geo. M. Shaw & Charles