

ROBERT ALLAN, B.Sc.
NAVAL ARCHITECT

M. V. "FORT HEARNE"

REPORT OF INSPECTION OF STRUCTURE

in connection with

LLOYD'S #1 SURVEY

In company with Mr. Alan Stewart, Lloyd's Surveyor, we examined the "Fort Hearne" on Marine Railway at Star Shipyard (Mercers') Ltd; New Westminster, B. C. during the period May 23 to June 13, 1958; and beg to report as follows.

HULL PLANKING:

In order to test caulking and examine condition of planking, 3 strakes of hardwood sheathing, all fore and aft below light waterline and over hood ends at stern were removed. In addition, steel ice protection and sheathing at bow as well as steel plating around hawse pipes P & S were removed.

✕ All planking was found to be sound. ✕

Caulking clear of steel was found to be in good condition and fairly tight. This had been recaulked at last inspection.

Caulking under steel sheathing was soft, consequently, it was set up and an additional thread of oakum was laid in.

Steel protection and hardwood sheathing were replaced in good order and additional steel was applied to stem in way of small check and pocket immediately above ice protection.

PROPELLER POST:

Propeller post was found to have a split extending from counterbore to upper starboard side below horn timber.

Because of large number of fastenings in post, it was considered impossible to reinforce it adequately in way of stern bearing, consequently, we recommended cutting out the post below the horn timber and replacing it with a new lower post of gumwood reinforced by existing steel connection to keel and by new steel knee at horn timber.

19 AUG 1920

PROPELLER POST (contd)

The new post was secured by locking chocks and hardwood key top and bottom, and was fastened by through bolts to keel and to inner knee, and by pocketed bolts to shaft log.

Plank ends landing on propeller post were through bolted where possible.

INTERIOR:

A strake of ceiling was lifted P & S in each hold below inwales and framing was found to be sound.

Frame heads and Beam ends were examined through air courses and found to be sound.

Deadwoods, ceiling, beams and frame heads in fore peak and in steering compartment were found to be sound.

FASTENINGS:

Representative treenails in topsides P & S were driven out and found to be in good condition.

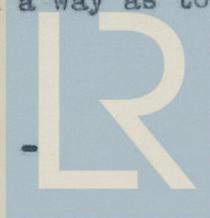
Iron fastenings in keelsons, wales, in lodging knees and in deadwoods were obviously clean and sound.

DECK & PLANKSHEER:

Deck planking was sound and tight throughout but plank-sheer seams and waterway seams were leaking at several points. These were recaulked from stem to stern.

Several Chocks between bulwark stanchions, which had checked or which were not sound, were removed and replaced.

A section of planksheer at stern which was found to be rotten, was cut out and revealed rot in two short beams, breast hook and fore and aft chocks. These were removed and replaced with yellow cedar. Planksheer members in way of repair were cut back and new pieces were scarphed in. Deck planks which were cut out in way of repair were replaced in such a way as to stagger butts one beam space.



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SALTING:

Salt was renewed throughout vessel.

We are pleased to report that the survey and repairs
have been completed to our entire satisfaction.

Robert F. Allan

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