

Lloyd's Register of Shipping



Port of Vancouver, B. C.

19th July, 1949

This is to Certify that

ROBERT RENNIE

the undersigned Surveyor to this Society did at the request of the Owners' Representatives attend on board the new Wood Motorship "FORT HEARNE" of Montreal, O.N. 190466, whilst lying dry on the Marine Railway of B. C. Marine Engineers & Shipbuilders Ltd. and afloat at Vancouver, B.C. on the 5th July, 1949 and on subsequent dates for the purpose of examining the vessel for Condition on arrival at Vancouver, B.C. after her maiden voyage from the Shipbuilders, Messrs. John Etherington Ltd., Shelburne, N. S.

It was stated that considerable trouble had been experienced with the steering gear during the voyage and that it was found necessary to revert to hand steering during the latter part of the voyage. The gear was apparently seized on the vessel's arrival at Vancouver.

Upon examination by the undersigned in company with Mr. J.W. Barker, Owners' Superintendent, and Mr. H.L. Elliott, Dominion Steamship Inspector, condition was found as described hereafter and recommendations for repair made as follows:-

FOUND

Sheathing over hull planking (1" thick greenheart), about 100 sq. feet torn off and

RECOMMENDED

100 sq. feet of new sheathing to be fitted, Australian gum wood. New sheathing to be laid

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or for any error of judgment, or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Wood M.S. "FORT HEARNE"

FOUND

missing on starboard side forward, one strake missing from forward end to amidships.

Rudder - wood with steel mainpiece and three steel bands; rivets through bands slack and points corroded.

Apron flange at lower end of rudder trunk, fastenings sheered (4 off).

Rudder stock, steel with flange at lower end shrunk on stock and welded.

Steering Gear

Donkin type hydraulic, seized on ship's arrival. Rams found to be out of alignment with rudder stock and tiller.

Foundation bolts of steering engine slack and wood carrier beam below rams, unsatisfactory fit at ends and fastenings slack.

Carrier bearing for Rudder out of line and stated to have been permitting sea water to enter steering gear space.

RECOMMENDED

on tarred felt instead of tarred paper as original. Nail fastenings of remaining sheathing to be hardened up and additional fastenings to be fitted.

Rivets to be hardened up and welded. Spare rudder to be dealt with similarly.

To be refastened. Later found necessary to be renewed to suit re-alignment of rudder.

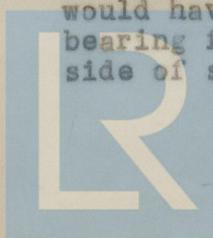
Rudder coupling to be parted to check alignment. Stock and mainpiece found out of line.

To be removed. As the stock was in one piece it was found necessary to cut same to remove. New stock to be made of forged steel in two pieces to permit same being removed, if and when necessary. Upper part attached to lower section by a split forged steel muff coupling fitted above main gear.

To be removed and re-fitted in good alignment.

New B.C. fir carrier beam to be fitted snugly to ship's sides and re-inforced by steel brackets at ends and attached by through bolts to remainder of steering gear seating.

To be removed and alignment checked with a view to correcting alignment by moving pintle bearing in skeg. To bring deck gland and rudder trunk in line would have required boring new bearing for pintle too close to side of skeg timber (3/4").



2 AUG 1949

WOOD M.S. "FORT HEARNE"

FOUND

RECOMMENDED

Spare Rudder - 1-13/16" longer than existing rudder and pintle 1/2" smaller in diameter and 9/16" shorter.

Propeller - cast steel three bladed, tips eroded.

Stern Gland - stated to have leaked badly and part repacked on voyage.

Stern Bush - 2 short lengths of lignum vitae missing.

Main Engine - holding down bolts slack and wood chocks below bedplate dried out and slack fitting.

No.8 cylinder opened for inspection of piston, third compression ring broken.

As the skeg appeared in good condition it was decided to re-align rudder by removing rudder trunk, boring out horn timber to correct alignment and refitting trunk with new apron flange at lower end and carrier bearing at upper end.

On completion of repairs rudder and steering gear to be satisfactorily tested under working conditions. To be altered to conform to service rudder.

Propeller still efficient. New bronze propeller fitted on Owners' instructions. Screwshaft drawn for examination and found in order.

To be re-packed.

Missing lignum vitae to be renewed.

All holding down bolts to be hardened up, chocks to be renewed as necessary and additional chocks fitted. Coupling of crank shaft to intermediate shaft to be parted to check alignment; subsequently found satisfactory.

Ring to renew.

The foregoing work and other minor items were carried out by B.C. Marine Engineers and Shipbuilders Ltd., Vancouver, B.C. and completed and tested to the satisfaction of the undersigned on the 14th July, 1949.



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