

ated with  
THE  
BRITISH  
CORPORATION  
REGISTER.

# LLOYD'S REGISTER OF SHIPPING

35 FURNESS WITHY BUILDING,

HALIFAX, N. S.,

May 8, 1950

RECEIVED

22 MAY 1950

ANSD.....

The Secretary,  
Lloyd's Register of Shipping,  
71 Fenchurch Street,  
London, E.C. 3

Dear Sir:

Motor Ship "FORT HEARNE"

We now reply to your letter of the 24th February last in which it was requested for us to confirm the following points, and we have to state as follows:

(1) The electric installation was completed in accordance with B.C. Rule requirements. A plan of electric wiring layout is herewith enclosed.

(2) Vessel's pumping equipment as fitted on board is as follows:

(a) Two hand operated pumps ( $3\frac{1}{2}$ " dia. each) fitted on deck, one led to forward hold and one to after hold.

(b) One Rotary Pump,  $1\frac{1}{2}$ " Diameter of Piping capacity. 140 gallons per minute maximum output.

(c) One Ram pump attached to Main Engine. Capacity (1" suction), 700 gallons per hour. Bilge piping consists of 2" diameter pipes; the hold Suctions are positioned as follows: No. 1 Hold - Suction fitted in 1st Frame Space from E.R. Bulkhead, alongside centre keelson between floors. No. 2 Hold - Suction box fitted as above and positioned at the forward end of No. 2 hold. Strum box being placed alongside centre keelson between floors.

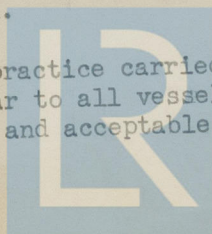
We would inform you the above layout is common on small wood Canadian vessels.

(3) The arrangement as fitted on this vessel for protection of Intermediate Shafting, is the general practice and consists of heavy plank casing built over shafting and connected to ceiling, for shafting protection in after hold.

As stated in your letter, there is no tunnel and no access to Intermediate Shaft Bearings when carrying cargo. It is the usual practice on vessels built here to have this arrangement. The shaft bearings lubrication in hold is controlled from engine room, each bearing having a separate pipe line.

With reference to the likelihood of stern gland leakage, damaging cargo, this to our knowledge, has not occurred in this type of vessel. It would appear leakage is easily controlled in after hold.

We would herewith inform you the practice carried out in this ship for protecting intermediate shafting is similar to all vessels of this type and is approved by Canadian Steamship Inspection and acceptable to the Owners.



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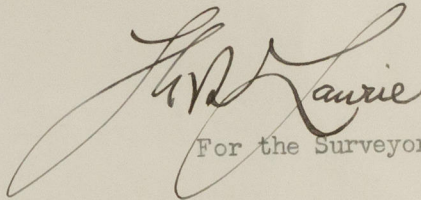
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We have now received from Messrs. Fairbanks-Morse, the Engine Builders, copy of their Torsional Vibration Calculations, etc. covering the machinery of this vessel.

We herewith enclose all information requested, consisting of Thirteen (13) documents.

Yours very truly,

  
For the Surveyors.

TL/L  
Encl.



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Referred to Mr. Perris.

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NONE

Evaporator