

ding

Chief Surveyors

Received from Chief Surveyors

EL'S NAME M.V. "Fort Hearn"

REPORT

No.

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." - (Extract from Sub-Committee's Report, 24/5/92.)

of Survey When due

The machinery of this ship consists of a 480 BHP heavy oil engine fitted to the screw shafting through single reduction gearing.

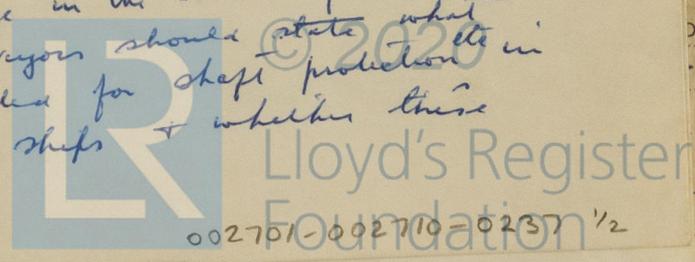
The main machinery has been built and installed in accordance with the requirements of the B.C. rules and the approved plans.

Before this case can be considered for class further information will be required from the surveyors in Canada.

It is submitted that the Halifax Surveyor be requested to confirm that the electric installation was completed in accordance with rule requirements and to forward for record purposes a plan of the electric wiring.

to confirm that the vessel is equipped with hand bilge pumps + to state number & sizes of these. According to the particulars recorded on first entry report No 5966 the capacities of the main engine driven and independent power bilge pumps are small and do not ~~comply with~~ ^{by themselves meet} rule requirements. A plan showing bilge piping, location of suction and pump capacities should be forwarded for records.

③ to confirm that arrangements are provided in the after hold for protecting the intermediate shafting, which it would appear from the ship arrangement plan, is not contained in a tunnel & to state whether there is any means of access to the shaft bearings when carrying cargo in the after hold, and to confirm that suitable arrangements are provided to protect the cargo from damage in the event of stern gland leakage. For information the surveyors should state what arrangements are normally provided for shaft protection in these small Canadian wood ships + whether these satisfy the owners.



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EL'S NAME

Mr. York Hearne

REPORT.....

No.....

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

of Survey.....

When due.....

④ to obtain from the engine builders *hull* Fairbanks horse
 (A) a complete calculation of the torsional vibration characteristics
 of the engine + gears - shafting system, including
 a frequency tabulation + vector summations. + (B) particulars
 of any torsional vibration records which may have been
 taken from similar engines at the makers works.
 It is suspected from an approximate calculation made at
 this office ~~and~~ (based on the limited information about
 critical speeds given in the *hull* Canadian Fairbanks
 horse letter of 22 April 1949 and on data available
 at this office for Fairbanks horse engines) that
 there is a critical speed at 375 RPM - 8 in order
 2 mode - which would produce a vibration stress of
 about 12000 lb/in² in the crankshaft and accordingly
 would necessitate the imposition of a barred speed
 range for the installation

SWS



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Foundation

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