

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.....)

No. 7874

Date of writing Report 19th July, 19 49. When handed in at Local Office 19th July, 19 49 Port of Vancouver, B.C.

No. in Survey held at Vancouver, B.C. Date, First Survey 5th July, Last Survey 14th July, 19 49 (No. of Visits 5)

Reg. Book 09760 A on the Machinery of the Wood, ~~Luxembourg~~ Single Screw Motorship "FORT HEARNE" Year. Month.

tonnage { Gross 350 Vessel built at Shelburne, N.S. By whom John Etherington Ltd. When 1948

Net Engines made at By whom Fairbank Morse & Co. When (Donkey)

Nominal Boilers, when made (Main) Owners' Address (if not already recorded in Appendix to Register Book.)

orse Power Owners Hudson's Bay Co. Ltd. Port Montreal Voyage Arctic

o. of Main Boilers Managers and B.C. Marine E. & SB.Ld. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

eam Pressure in Main Boilers Surveyed Afloat ~~on~~ Dry Dock Marine Railway

in Donkey Boilers (State name of Dock.) Marine Railway

st Report No. Port

Particulars of Examination and Repairs (if any) Docking, Screwshaft

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage the cause of which must be stated should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
B.C. (Class Contemplated)		
BS * Class Pending		oil eng

as a damage report made by anyone else? If so, by whom?

and the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

ate latest date of internal examination of each boiler

Present condition of funnel (✓) Good

and the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

and the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

and the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

and the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

and the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

as screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

as shaft now been changed? No If so, state reasons

as the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

fit

ate date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

W DONE:-

Ship placed on Marine Railway: propeller and underwater fastenings examined.

Steel propeller replaced by three bladed bronze propeller. Screwshaft (bronze) with two bronze lines drawn in and examined. Two missing pieces of lignum vitae in stern bush renewed.

Holding down bolts of main engine hardened up and chocks part renewed. Coupling of crankshaft to line shafting parted and alignment of shafting checked and found satisfactory.

NTINUOUS SURVEY:- Examined the following parts -

Main Engine - No. 8 cylinder, liner, piston, connecting rod, cover, valves and gears.

Sundry minor repairs carried out.

Copy of Interim Certificate B1 attached hereto.

eneral Observations, Opinion, and Recommendation:

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 1.48, B & M.S. 1.48, L.M.C. 1.48, or L.M.C. 140 lb., F.D., &c.)

CS 1.48,

The machinery of this vessel, as far as now seen, is in safe working condition and, in opinion, is eligible to remain as classed and to have fresh record of M.B.S.\*M.S. with date when the Survey has been completed and record t.s.d. 7,49.

urvey Fee (per Section 28) Screwshaft & \$ 40.00

pecial Damage or Repair Fee (if any) \$

(per Section 28.)

avelling expenses (if chargeable) \$ 3.00

Fees applied for 19-July, 19 49

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

igned

See minute on fe hull rpt.



No action  
from



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Foundation