

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

(Received at London Office

10 JAN 1944

Date of writing Report 30th Nov., 1943. When handed in at Local Office 30th Nov., 1943. Port of Vancouver, B. C.
No. in Survey held at Victoria, B. C. Date, First Survey 28th Nov. Last Survey 28th Nov., 1943
Reg. Book on the Machinery of the Wood-Iron or Steel S.S. "FORT ORLEANS". (No. of Visits 1)

Tonnage Gross 7166 Vessel built at Vancouver, B. C. By whom Burrard (Vancouver) Dry Dock When 1943
Net 4250 Engines made at Montreal, Quebec By whom Canadian Allis-Chalmers When 1943
Nominal Horse Power 643 Boilers, when made (Main) 1943 (Donkey) --
No. of Main Boilers 2 W.T. Owners Minister of Munitions & Supply of Canada Owners' Address --
No. of Donkey Boilers -- Managers John Morrison & Son Port -- Voyage --
Steam Pressure in Main Boilers 250 lbs. If Surveyed Afloat or in Dry Dock Afloat - At anchor
in Donkey Boilers -- (State name of Dock.) Royal Roads, Victoria, B. C. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Dge. to H.P. Feed Water Filter.

Particulars of Examination and Repairs (if any) Water Filter.
(Periodical Surveys, when held, must be reported in detail and *seriatim* 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.)

In 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 Report attached hereto.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " "

If this was not done, state for what reasons? -

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

Also 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? }

State latest date of internal examination of each boiler -

Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

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

, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -

, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? -

Is it fitted with continuous liner? -

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

Has shaft now been changed? - If so, state reasons -

Has 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? }

State 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 -

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

Is electric light and/or power fitted? Yes

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

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

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

Stated while on a voyage from Victoria, B. C. to San Pedro, California, 27th November, 1943, when changing H.P. Feed Water Filter medium, outboard valve jammed and on examination it was found that the valve seat had come out of place. Vessel returned to Victoria, B. C. for repairs and anchored in Royal Roads at 00.32, 28th November, 1943.

Now done:- Damaged H.P. Feed Water Filter Unit removed and a complete new H.P. Filter Unit fitted, satisfactorily tested under working conditions and proven in order.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, as far as now

(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. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

CS 3,34,

seen, is eligible in my opinion to remain as classed, as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) \$ 30.00 29 Nov. 1943
(per Section 29.) Sunday
Travelling expenses (if chargeable) Fee \$ 10.00 Received by me, 19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

003282-003284 0185

A defect developed in the discharge valve on the H.P. feed water filter, necessitating the vessel returning to port. A new filter complete was fitted.

It is submitted that this vessel is eligible to remain as CLASSED.

L.C.
26/1/44.

(Contaminated cargo)
Discharge
100 V.T. 1/4/44

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