

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

(Received at London Office, 22 MAY 1945)

Date of writing Report 16th May, 1945. When handed in at Local Office 16th May, 1945 Port of MANCHESTER.

No. in Survey held at MANCHESTER Date, First Survey 19.9.44 Last Survey 7.5.1945. (No. of Visits 52)

9618. on the Machinery of the ~~Woods & Loxley~~ Steel S.S. "FORT PERROT"

Vessel built at Prince Rupert, BC. By whom Prince Rupert D.D. & Shipyard's Co. When 1944. 3. Engines made at Montreal. By whom Canadian Allis Chalmers Ltd. When 1944. Boilers, when made (Main) 1944. (Donkey) - Owners from the Dominion of Canada. Owners' Address (if not already recorded in Appendix to Register Book.) Managers Headlam & Son. Port LONDON. Voyage -

st Report No. Port Particulars of Examination and Repairs (if any) DAMAGE.

Medical Surveys, when held, must be reported in detail and serial in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 Yes - Not required.

Is 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? Yes.

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

Was this not done, state for what reasons? -

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

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? -

Latest date of internal examination of each boiler 10.4.45. Present condition of funnels Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 250 lbs/sq.in. (Superheaters 230 lbs/sq.in.)

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? Yes. 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? Yes. and of the Donkey Boilers? -

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

Has the shaft now been changed? Yes. If so, state reasons Original screwshaft fitted in "FORT CHAMBLEY", See Mch:Rpt. 12,055.

Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Date of examination of Screw Shaft 12.4.45. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? As stated.

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

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

DONE FOR DAMAGE stated to be due to enemy action on 27th July, 1944 (Torpedo in No.5 Hold from starboard side).

REMARKS. Both main boilers examined internally and externally together with mountings and superheaters, parts found or placed in good condition. Safety valves adjusted under steam as stated above. Oil burning installation examined under working conditions and found in order.

MAIN ENGINES. All main steam pipes hydraulically tested to 450 lbs/sq.inch and found to be sound. Main engines opened out, cylinders, valve casings, covers, pistons and valves examined. Main engine even pumps opened out and all working parts examined. Engine bedplate, holding down bolts, pipes and valves on tank top and bulkheads examined. All sea valves opened out and examined. All parts found in good condition. Main condenser tested and found tight. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible in our opinion to remain as classed with fresh record of B.S. 5,45 and screwshaft renewed 5,45.

Survey Fee (per Section 29) £ : : Fees applied for 21. 5 45. Received by me, 19

Committee's Minute FRI. 15 JUN 1945

Signed As now subject S (N) 5.45 BS 5.45

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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S.S. "FORT PERROT"

NOW DONE FOR DAMAGE (CONTINUED) Main Engines. Intermediate shafting examined, 5 lengths found to be bent and now renewed. 7 tunnel bearings found damaged and now repaired or renewed as necessary. Crankshaft, thrust shaft, forward intermediate shaft and screw shaft examined and found to be undamaged. Screw shaft fitted in "FORT CHAMBLEY" and new shaft supplied to "FORT PERROT". Crankshaft lifted; sights erected and stern tube found to be over to starboard. Stern tube drawn, stern post rebored, liner shrunk on to stern tube and same refitted. Propeller, stern tube and all outside fastenings found in good condition. Shafting lined up and coupling bolts fitted. All steering engine steam, exhaust, ballast and bilge piping abaft machinery space tested and renewed as necessary. Steering engine opened out, all working parts examined and found in good condition, afterwards steering engine tested under working conditions and found to be satisfactory. Main engines tested under working conditions for 2½ hours and found satisfactory.

Electrical Installation. Repairs. All wiring and fittings in after 'tween decks, after accommodation and tunnel renewed or made good. D.G. wiring also made good as required.

REPAIRS DUE TO DAMAGE. 5 lengths of intermediate shafting renewed. Marks:- LLOYD'S 3419, 3425 - CP. 4.12.44. 3426, 3427, 3435 - CP. 15.1.45. Forging Reports attached. 6 tunnel bearings renewed, 2 keeps renewed, 1 tunnel bearing repaired. Pipes renewed as follows:- Steering engine steam - 96' at 1½". Exhaust 96' at 2½". Ballast - 56' at 4" (No. 6 D.B. tank), 90' at 3½" (After peak). Main bilge - 64' at 4". Nos. 4 and 5 hold bilges - 24' at 3". Tunnel well - 18' at 2½". Steam heating coils in No. 6 tank completely renewed, in No. 5 tank renewed as necessary. Brickwork in boilers repaired or renewed as necessary.

Replace screwshaft in lieu of original supplied to "FORT CHAMBLEY" - Marks:- LLOYD'S 13285, F.3226 H.A.I. 16.2.45.

NOTE. Feed water regulators have at this time been fitted to port and starboard main boilers. Replace feed check valves, float chambers, shut off valves and piping hydraulically tested before fitting in place and regulator subsequently examined under working conditions.

W. J. P.



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