

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

11 AUG 1943

Date of writing Report 9th August 1943 When handed in at Local Office 11 AUG 1943 Port of London

No. in Survey held at London Date. First Survey 19-7-43 Last Survey 30-7-1943

Reg. Book. 24383 on the Machinery of the Wood, Iron or Steel S.S. "FORT McLEOD" (No. of Visits 2)

Tonnage { Gross 7127 Vessel built at Victoria B.C. By whom Yarrows Ltd. Year. Month. 1942-7
 Net 4261 Engines made at Montreal By whom Donwin Eng. Works Ltd. When do.
 Nominal 505 Boilers, when made (Main) 1942 (Donkey)
 Horse Power }
 No. of Main Boilers 3 Owners Ministry of War Transport on bare Owners' Address Foot charter from W.S.A. (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers Stew Line Ltd. Port London Voyage _____
 Steam Pressure _____
 in Main Boilers 220 If Surveyed Afloat or in Dry Dock King Geo. V Dry Dk. (State name of Dock.)
 in Donkey Boilers ✓

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>+ 100A1 with foreboard 10,42</u>		<u>+ LMC 7,42 CL —</u>

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking
(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 ✓

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 not, state for what reasons not due for survey. 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? ✓

State latest date of internal examination of each boiler _____ Present condition of funnel (s) good.

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 the screw shaft now been drawn and examined? no Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft _____ State the wear down in the stern bush 5/64 Is electric light and/or power fitted? ✓ 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? _____

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

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

Now Done: Vessel placed in dry dock. The propeller, after end of stern bush and outside fastenings examined found in good condition.

Wear + Tear Repairs Now Done:- MP (Andrews + Cameron) slide valve worn about 1/4" on starboard side. Side clearance adjusted by securing bronze strips inside cage and top bearing adjusted.

Evaporator (Foster Wheeler type) coil steam and drain connections altered.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as
(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,

now seen is in good condition and eligible, in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : _____ Fees applied for _____
 Special Damage or Repair Fee (if any) £ : _____ Received by me, _____
 (per Section 29.)
 Travelling expenses (if chargeable) £ : _____

C. Thomas
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27 AUG 1943

Assigned As now.



If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to _____

Soaking

W. C. Devalve overhauled

2/27

2/4/8/42

W. C. Devalve

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REPAIR

REPAIR

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