

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

19 JUL 1943

(Received at London Office)

Date of writing Report 11th July 1943 When handed in at Local Office 11th July 1943 Port of PORT SAID  
 No. in Reg. Book. Survey held at PORT SAID Date, First Survey 1st June 1943 Last Survey 21st June 1943  
 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Screw Steamer "FORT FRANKLIN"  
 Tonnage { Gross 7135 Vessel built at Vancouver, B.C. By whom West Coast Shipbuilders Ltd. Year 1942 Month 12  
 Net 4244 Engines made at Toronto, Ontario By whom John Inglis Co. Ltd. When 1942  
 Nominal Horse Power 505 Boilers, when made (Main) 1942 (Donkey)   
 No. of Main Boilers 3 (S&L) Owners Min. of War Transport on bareboat charter from Owners' Address (U.S.A. if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers Dodd Thompson & Co. Ltd. Port British Voyage ✓  
 Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)  
 In Donkey Boilers ✓

Last Report No. 5845 Port Ver.

Particulars of Examination and Repairs (if any) Machinery Repairs

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? ✓

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

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) Good

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? ✓

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. Complete

On opening up the Main engine low pressure cylinder for routine examination, the junk ring was found cleanly fractured right through the section in way of one bolt hole.  
Now done. Examined cylinder cover, cylinder wall, piston body junk ring studs and nuts and all found in good condition and no parts damaged as a result of the fracture in the junk ring. A new cast iron junk ring now made at this port and fitted by the Ship's Engineers. Engines tried over and all left in good order.

Note. The Port Said interim certificate was issued before the receipt of the Supplement containing the completed entry and the record of +LMC 11-42 was taken from the interim certificate issued at Vancouver.

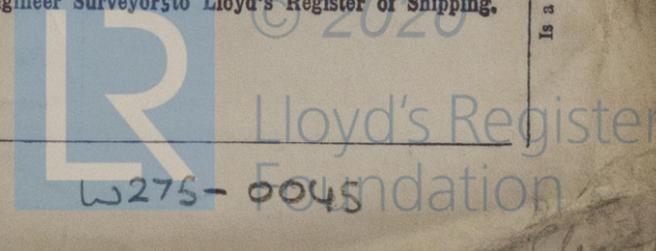
General Observations, Opinion, and Recommendation:— The machinery of this vessel,

(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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)  
 CS 3,34.  
in so far as seen, is in good working order and eligible, in our opinion, to be continued as at present classed - +LMC 12-42 - without fresh record of survey. (Copy of Cert B1 herewith attached)

Survey Fee (per Section 29) £ 8.000  
 Special Damage or Repair Fee (if any) £ :  
 Travelling expenses (if chargeable) £ 2.050  
Half Sunday fee  
 Committee's Minute As now  
 Assigned As now

Fees applied for 21.6.1943  
 Received by me, 22.6.1943

Robert G. Knox & L. J. Matheson  
 Engineer Surveyors to Lloyd's Register of Shipping.



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

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

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

at piston repaired  
Subsequently the seal was to be done

W. J.  
9/8/03

