

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

(Received at London Office. 26 JUN 1948)

Date of writing Report 19 When handed in at Local Office 19 JUN 1948 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 24063 Survey held at North Shields Date. First Survey 23. 4. 48 Last Survey 11. 6. 1948 (No. of Visits 20)

Tonnage Gross 10672 Net 6822 Vessel built at Portland, Oregon By whom Kaiser Co. Inc. Year. Month. 1945. Engines made at Lynn, Mass. By whom General Electric Co. When 1945. Boilers, when made (Main) 1945 (Donkey) Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port LONDON Voyage Managers (Smith's Dock Co. Ltd.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1.		
(Classification contemplated)		TS. CL. 10.47
10.47		
Examined 10.47		
Fitted for oil fuel.		
Carrying petroleum in bulk.		

Particulars of Examination and Repairs (if any) LMC.

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.

As a 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? Yes.

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

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? Port & starts. 10.5.48.

What is the latest date of internal examination of each boiler? Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 500 lbs/0" 473 lbs/0" stk.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. 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? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes.

Has the screw shaft now been drawn and examined? No. 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? Yes.

Has the shaft now been changed? No. If so, state reasons. 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? Yes.

What is the date of examination of Screw Shaft? State the distance between lignum vite of stern bush and top of after bearing of screw shaft. 3/32".

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes. See Electrical Surveyor's report.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? See Electrical Surveyor's report.

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

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

Work Done: - Vessel placed in dry-dock; examined propellers and outside fastenings, after pump-room sea-valves and ship's side blow-down valve (opened), after end of stern bush and found in good order. Examined opened up main motor's, main & auxiliary alternator's journals & bearings, main turbine, aux. turbines and their gearing, main motor and alternator coolers (tested), main and aux. condensers (tested), thrust & intermediate shafting & bearings, main & aux. circulating pumps, main & aux. condensate extraction pumps; G.S. & Bullerworth system, fire service, bilge, sanitary, evaporator, oil fuel, lubricating oil pumps; main turbo-feed pumps complete, aux. feed pump, air compressors & receiver, windlass, steering gear, pumping arrangements.

Examined Port & Starts. boilers in their entirety with their superheaters, mountings, doors & fastenings; boilers examined under steam and safety valves adjusted (See Continuation Sheet)

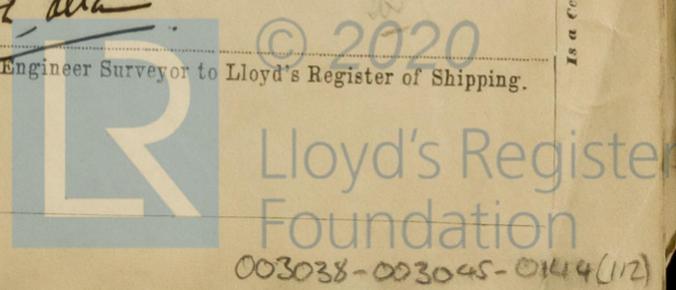
General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good order and eligible in my opinion to have the records of LMC 6.48.

(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.&H.S. 9,11, X L.M.C. 9,11, or CS 8,34.)

Survey Fee (per Section 29) £ : : Fees applied for 19. Special Damage or Repair Fee (if any) £ : : Received by me, 19. LICENCE SUPERVISION Travelling expenses (if chargeable) £ : :

Committee's Minute Assigned LMC 6.48

W. C. Allan Engineer Surveyor to Lloyd's Register of Shipping.



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

TURBO-ELECTRIC "FORT FREDERICA"

adjusted to show stated pressures. C.O. & fire-extinguishing system examined. Steam smothering system (in air duct below P. & S. boilers only) tested. Oil fuel installation & boiler front O.F. pressure pipes examined under working conditions, oil fuel tank valves & deck control gear examined & found satisfactory.

Note :- Spare cast iron propeller and screw shaft ("LLOYDS No. 2081, 27.5.48 CP" Cert. Nos. F12438 & F12440 attached) placed on board.

Sea & Trial Repairs :- A few tubes in main & aux. condensers renewed. Inboard & outboard main condensate extraction pumps impeller keys (two) renewed (slack). After turbo-feed pump pump-spindle & bearings renewed (bent). Ford turbo-feed pump impeller keys, 2nd & 4th stages, renewed (slack). Aux. circulating pump spindle renewed (wear).

Boilers :- Minor repairs to boiler mountings & drain pipes effected. Water gauge valves replaced by cocks (Klingel type) fitted with remote control rods and drain pipes renewed in solid drawn steel with easy bends in place of pipes with renewed ellard connections. Port & starboard boilers tested hydraulically to 500 lb./sq. with satisfactory results.

Quayside trials of main engine & auxiliaries carried out and witnessed with satisfactory results.

W.A.S.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.