

MAY 11 1943

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 19 Port of SEATTLE, WASHINGTON.
No. in Survey held at Tacoma, Washington. Date, First Survey Apr. 17th Last Survey Apr. 22nd 1943
(No. of Visits three)
Reg. Book 86732 on the Machinery of the ~~WOOD KIDNEY~~ Steel S.S. "FORT WRIGLEY" Year. Month.
Tonnage { Gross 7100 Vessel built at VICTORIA, B.C. By whom VICTORIA MCHY. DEPOT CO., LTD. When 1943
Net 4200 Engines made at By whom When 1943
Nominal Horse Power Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners' Address. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Owners' Address. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers Managers G. NISBET & CO Port BRITISH Voyage Not stated
in Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat at Tacoma Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler & Mchry Rps

(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?

" " 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.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has screw shaft now been drawn and examined?

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

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft.

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

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.

An examination disclosed several of the tube ends - plain and stay - also several of the combustion chamber screwed stay ends were leaking slightly and the following dealt with:-

P. Furnace:- Plain tubes: 5 Stay tubes: 2 C.C. stays 14.)

C. " " " 9 " " 2 " " 9.) Starboars Boiler

S. " " " 7 " " 25 " " 21.)

P. Furnace:- Plain tubes 10 Stay tubes 1 C.C. stays 10.)

C. " " " 2 " " 2 " " 8.) Centre Boiler

S. " " " 2 " " 3 " " 5.)

In addition to the foregoing the H.P. valve was removed in order that new rings be supplied at another port; the sizes were checked, valve rings found with a decided opening at tongue pieces but still in efficient working condition. It was recommended that the chamber be rebored when the new rings are fitted. An examination of the I.P. valve disclosed the edges had worn to the extent of 100/1000" the valve and spindle were removed to shop, spindle tested for truth, the port side of

(OVER)

General Observations, Opinion, and Recommendation:-

(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 L.M.C. 140 lb., F.D., &c.)

CS 3,34,

The boilers of this vessel and machinery, so far as seen, are now in good working condition and eligible in my opinion to be classed as contemplated.

Survey Fee (per Section 29) \$ 50.00: Fees applied for

Special Damage or Repair Fee (if any) £ : : Apr. 23 1943

(per Section 29.)

Travelling expenses (if chargeable) £ 15.00: Received by me, 19

Committee's Minute

Assigned As now

(Class contemplated)

NEW YORK MAY 11 1943

W. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

506780-006786-0044

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

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

valve machined off and suitable strips $\frac{1}{4}$ " thick fitted and secured to these edges and this valve restored to a normal working clearance. On valve being placed in position, same checked and all reassembled in proper working alignment. Other minor repairs carried out for particulars see attached report.

W. S.

Noted.

R.P.

28/6/43.



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