

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

(Received at London Office 11 SEP 1947)

of writing Report 9th SEPTEMBER 1947 When handed in at Local Office 10-9-1947 Port of LEITH

in Survey held at LEITH Date First Survey 28th AUGUST Last Survey 2nd SEPT 1947 (No. of Visits TWO)

on the Machinery of the ~~Wood, Iron~~ Steel S.S. Steamer "FORT PITT"

Gross 7133 Vessel built at VANCOUVER B.C By whom BARRARD DD CO LTD When 1942 7
 Net 4257 Engines made at MONTREAL By whom DOMINION ENG'G WORKS LTD When 1942
 Main Power 505 MN Boilers, when made (Main) 1942 (Donkey) ✓
 Main Boilers 3SB Owners MINISTRY OF TRANSPORT ON B.B. CHARTER FROM U.S.M.C. Owners' Address
 Donkey Boilers ✓ Managers H. HOGARTH & SONS (if not already recorded in Appendix to Register Book.)
 Pressure 220 lb Main Boilers 1/4" If Surveyed Afloat or in Dry Dock AFLOAT IMPERIAL DOCK Port GLASGOW Voyage
 Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
+100 A1		FLMC 7.42
with freeboard		BS 9.46
1.47		TSCL 1.47

Report No. Port

Particulars of Examination and Repairs (if any) COMPLETION M.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Special 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.

Special damage report made by anyone else? If so, by whom?

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

State for what reasons BS NOT DUE. What parts of the Boilers could not be thus thoroughly examined?

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 Present condition of funnel(s)

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

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

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

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

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

Has 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 approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has 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 survey is not complete, state what arrangements have been made for its completion and what remains to be done SURVEY COMPLETE

PLEASE REFER TO HULL REPORT NO 54312 & VANCOUVER REPORT NO 7183

Now Done: HP & MP crankpins and brasses, thrust & intermediate shafts, Main Engine driven pumps and the main circulating pump were examined and found, or placed, in good condition.

Repairs (WEAR & TEAR) Bilge ram skimmed and fitted new neck bush etc. All Suct & Del valves fitted new distance pieces. Sanitary relief valve overhauled.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as now

(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 or LMC 140 lb., FD, &c.) is in good and safe working condition and eligible in my opinion to remain as now classed in the Register Book and to be now given the classification MS with date as previously recommended, the survey being now completed as notified.

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

John C. Beattie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Date TUES. 28 OCT 1947
+ LMC MS 3.47

CERTIFICATE WRITTEN.



008641-008647-0037

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

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

MS partly held 3.47 completed
minor repairs

+LME MS 3.47

Reell
27/10/47



© 2021

Lloyd's Register
Foundation