

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

(Received at London Office)

22 JAN 1948

of writing Report 7-1-48 19... When handed in at Local Office 7 JAN 1948 19... Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle Date. First Survey 16-12-47 Last Survey 29-12-47 19... (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ s.s. FORT STAGER

Gross 7132 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders When 1943 2
 Net 4244 Engines made at Toronto By whom John Inglis Co Ltd When 1943
 Power 505 Boilers, when made (Main) 1943 (Donkey) ✓
 Main Boilers 3SB Owners M.O.W.T. Owners' Address
 Donkey Boilers ✓ Managers Sir R. Roper & Co Ltd (if not already recorded in Appendix to Register Book.)
 Pressure Port Voyage
 Main Boilers 220lb If Surveyed Afloat or in Dry Dock Dry Dock & Afloat
 Donkey Boilers ✓ (State name of Dock.) Swan Hunters Wigham Richardson

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 to be expired	Machinery and Boiler Surveys (Including date of N.B., if any)
+ 100A1 with feedboard 2.47		+ LMC 2.43 BS 1.47 CL 3-46.

Report No. Port Particulars of Examination and Repairs (if any) G.E.

Surveys, when held, must be reported in detail and serially 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.

On 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.

Damage report made by anyone else? If so, by whom? ✓

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

Donkey " " " " ✓

state for what reasons? ✓ 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) ✓

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

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

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

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

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

Screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Shaft now been changed? ✓ If so, state reasons? ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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? ✓

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.

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

WORK DONE. Vessel placed in Dry Dock, propeller, end of stern tube and outside fastenings examined & found in good order. The main injection, main discharge and blow down cock, opened up and found satisfactory.

General Examination. Main and auxiliary machinery generally examined as far as possible. H.P. piston rod & I.P. valve rod machined and new metallic packing fitted. The Chief Engineer stated the machinery is giving satisfactory service.

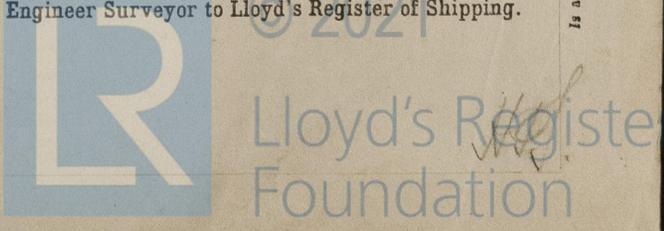
General Observations, Opinion, and Recommendation:— The machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.)
 CS 3,34,
 as now seen is eligible in our opinion to remain as now classed, and to have record G.E. (12 months).

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

W. Thomas & R. R. Rolton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 7 APR 1948

See No. 105103



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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