

(Received at London Office) MON. MAY. 3 1920 No. 18297

# REPORT of SURVEY for REPAIRS, &c.

of writing Report. 19... When handed in at Local Office 16/4/1920 Port of NEW YORK N.Y.  
 o. in Book. Survey held at BROOKLYN N.Y. Date, First Survey 14 Nov 1919 Last Survey 27 February 1919  
 on the Wood, Iron or Steel Tumb. Sc. S.R. "FORT VICTORIA ex WILLOCHRA" Master  
 TONNAGE:- Built at Glasgow. By whom W. Beardmore & Co. Ltd. When 1913. 2  
 GROSS 7784 Owners Furness Bermuda Line. Port belonging to Liverpool.  
 UNDER D.K. 5911  
 NET 4532  
 Owners' Address (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Name of Dock Robins. Destined Voyage Bermuda.  
 \* VB=Cell DB or Dba feet; uE&B feet; f feet; t tons; PFT tons; APT tons; MT feet tons.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.

N.B.—All alterations in the existing records should be underlined.  
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, decks, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and variations 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 in 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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 to whom and why they were declined?

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. N° 3. 1 CLASS.

Vessel placed in dry dock. Bottom andudder cleaned, examined, found in good order and recautched.

The Owners Representative notified that cables require to be ranged for examination to give the vessel full. if equipment is up to requirements, but he states that this was done in London and they do not intend to do it again at this time. They are stated to have been examined in London by the Board of Trade and the British Corporation Surveyors — the cross bulkhead forward of machinery space now used as oil fuel bunker, the steering bulkhead has been removed and an oil tight bulkhead installed, also centre line bulkhead fitted and watertight plates fitted

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Good.	Dblng. Plates under Sounding Pipes	Yes.	Copper, or Y.M. of Wood Vessels.
Decks	Inner Bottom Plating	"	Engine Room Skylights	Good.	(State if on Felt.) When put on, Month
Baulking of Decks	State if Tanks have been examined inside	Yes.	Coal Bunkers, Open'gs, Lids, &c.	"	Year
Waterways	State if Tanks now tested	Yes.	Scuppers	"	
Coamings	Bulkheads	Good.	Cargo Hatchways	"	
Beams & Fastenings	Ceiling	"	Hatches	"	
Outside Plating	Cement or Asphalt (State which.)	"	Planking of Wood Vessels		
Gauking of ditto.	Rudder	"	Caulking	ditto	
Rivets	Steering gear and its connections	Good.	Treenails	ditto	
Breasthooks & Crutches	Windlass	"	Breasthooks & Stunsets	ditto	
Transoms	Have Purays now been examined and found efficient?	Yes.	Transoms, Pointers, & Cratches ditto		
Frames	Have Silence Valves now been examined and found efficient?	Yes.	Timbers of Frame & Openings ditto		
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Yes.	Ditto ditto at other places ditto		
Floors			Stringers, Clamps & Shelves	ditto	
Keelsons			Salting	ditto	

### General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,18, and the notations of ss No. 1-18 and 1-18, &c."

This vessel now appears to be in good condition, is eligible in my opinion to be classed 100A and to be notation of S.S. N° 3 N.Y. 3-20 and "fitted for oil fuel flash point above 150° F.A.H. 3-20"

Survey Fee (per Section 28)	£ 1000	Fee applied for.	22/4/1920
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 50	Received by me,	J. J. Dodd
Travelling Expenses (if chargeable)	£	Date	18/4/1920
Second Surveyor's Fee (if any)	£	Signature	J. J. Dodd

Committee's Minute Surveyor to Lloyd's Register of Shipping.

Character Assigned 100A — subject (M)  
 L.M.C. 2-20 Shelter'd. with Freeboard.  
 Filled with fuel 2-20 2. Palms 150° F.

To Certificate required p. 27 to be sent to



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Lloyd's Register

Foundation

## S/S "FORT VICTORIA" ex "WILLOCHRA"

at sides and all made and stiffened as required and in accordance with the approved plan, and tested on completion in accordance with the Society Rules. Wooden coffer dams built across the forward side of forward bulkhead and uppage bars fitted across double bottom tank tops forward and aft.

Pipe tunnels constructed and installed one on each side of oil bunker to take bilge, ballast and other pipes, large enough for access to pipe joints.

All ceiling from double bottom tank tops and timbers in holds and bunkers removed and all double bottom tanks cleaned, examined, tested as required and found in good order.

All frames, stanchions, hatches, ends of beams, bulkheads, rivets, and inner surfaces of plating and tank tops in holds, bunkers, machinery space and throughout vessel stripped, cleaned, examined found in good condition and coated. Machinery space and under engines and boilers cleaned, examined and found in good condition.

It was not considered necessary to strip the shell plating.

Shell plating in way of side lights examined good.

Cement found in good condition throughout.

Low and after peak tanks cleaned, examined found good and tested as required satisfactorily.

Ducts examined and found or made good.

Windlass, masts (wedges removed) spars, rigging, general equipment, hatches, steering gear, engine and connections, pumps, watertight doors, air and sounding pipes, examined and found or made good.

Insulating in shell rooms removed as required and iron work found in good condition.

Windlass uphauds bound out and new rings fitted and windlass thoroughly overhauled.

All wood decks planed and caulked and scraped.

All accommodations, sheathing, ceiling etc. removed and all iron work throughout vessel thoroughly scaled, cleaned and coated and passenger accommodation all refitted new and ceiling etc. relaid.

All composition on decks removed, decks found in good order cleaned and coated and new composition laid as before.

All ports overhauled and put in good order.

Scantlings of metal ascertained and verified with particulars on plans furnished and approved.

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Forth entry report will follow  
in a day or two