

No. 18297  
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) MON MAY 3 1920

Date of writing Report	16/4/20	When handed in at Local Office	16/4/20	Port of NEW YORK N.Y.		
No. in g. Book.	Survey held at BROOKLYN N.Y.		Date, First Survey	7 Jan	Last Survey	27 Feb 1920
on the Machinery of the Vessel, Iron or Steel T.W.S.C. S.R.			"	FORT VICTORIA	Master	(No. of Visits)
Gross 7484	Net 4532	Vessel built at Glasgow	EX. "WILLOCHRA"			YEAR. MONTH.
registered 762	Engines made at "	By whom W. Beardmore & Co. Ltd.		When 1913		
of Main Boilers 6W.T.	Boilers, when made (Main)	By whom "	(Donkey)	When 1913		
of Donkey Boilers	Owners Turner's Bermuda Line	Port Liverpool	Voyage Bermuda			
Steam Pressure— n Main Boilers	N Surveyed Afloat or in Dry Dock	Robins.				
n Donkey Boilers	(State name of Dock)					

last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. 5.5. N° 3 for Class.

Technical Surveys, when held, must be reported in detail and serially 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 names and initials of any letters respecting this case.

Damages 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? ✓

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? All water drums.

Do. " Donkey " ✓

Is was not done, state for what reasons? Boshell & Wilcox Water-tube Boilers

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? ✓

Does the Surveyor examine the Safety Valves of the Main Boiler? Yes. ✓

To what pressure were they afterwards adjusted under steam? 250 lbs.

Does the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. ✓

, and of the Donkey Boiler? ✓

Does the Surveyor examine the drain plugs of the Main Boilers? Yes. ✓

, and of the Donkey Boiler? ✓

Does the Surveyor examine all the mountings of the Main Boilers? Yes. ✓

, and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓

or two liners? ✓ or is it without liners? ✓

Has the screw shaft now been changed? If so, state reasons ✓

Is the screw shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Port 16" Starboard 32".

Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the survey the tail shafts require to be drawn in for examination; the Owner's Representative is informed by me that these shafts would require to be drawn in for examination before the survey was complete and he stated that they were being drawn in and examined in London by the Board of Trade and British Emporatory Surveyors before the vessel left there to come to New York for reconditioning.

At L.M.C.: Vessel placed on dry dock. Examined the propellers, fastenings of the stem bushes, the sea connections and their fastenings and found in good order. Port propeller 4 new blades fitted and old blades found aboard as spares.

Examined the cylinders, pistons, slide valves, crank, thrust and tunnel lifting, pumps, condensers, arrangement of safety pipes, bilge curtains.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as far

as 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&M.S. 9.11, or \*L.M.C. 9.11, 160 lbs. F.B., &c.)

vessel, is now in good working condition, eligible in my opinion to be classed 16.3.20 in the Register Book and to have notation fitted for oil-fuel flash point over 150° F.A.H. 3.20 subject to the W.T. boilers being submitted to inspection before end of 1920 and the tail shafts being drawn in and examined.

Fees (per Section 28). 1921 £750. Fees Applied for 12/4/1920 18/4/1920

Damage or Repair Fee (if any) (per Section 28) £ Received by me 100/1920

Engineering Expenses (if chargeable) £ 25.7.20

T. J. D. D. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York APR 20 1920 MACHINERY DEPT. WRITTEN 25.7.20

Signed L.M.C. 2.20 subject to a balance

Fitted for oil fuel 2.20

F.P. above 150° F.

Insert character of ship and Machinery precisely as in the Register Book.

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



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S/S "FORT VICTORIA" ex "WILLOCHRA".

were etc. and found or made good.

Repairs: - Bilge pipes repaired where broken H.P. cylinders bored out and new pistons and rings fitted.

Main engines: - 1<sup>st</sup> I.P. 2<sup>nd</sup> I.P. and L.P. cylinders new rings fitted L.P. valve spindle skimmed up.

Starboard engine: - 1<sup>st</sup> I.P. 2<sup>nd</sup> I.P. and L.P. cylinders new rings fitted.

Main condensers cleaned out and tested.

Main boilers all headers doors removed, headers scraped, tubes turbinized, and all doors thoroughly cleaned and all re-painted all boiler mountings ground in.

All main engines, bilge and tank suction and all auxiliaries have been thoroughly overhauled and adjusted.

Examined all the main boilers throughout, all bricking, man and hand hole doors were removed and a thorough examination made and the boilers were found to be in good condition. All boiler mountings examined and found in good order.

The safety valves were adjusted under steam to 250 lbs. per sq. inch. and the boilers were found to be tight at this pressure.

Boilers fitted with the White French dual Fuel Oil burning system complete with 30 burners (5 to each boiler) 2- 7<sup>1</sup>/<sub>2</sub>" x 5<sup>1</sup>/<sub>2</sub>" x 6" duplex horizontal oil fuel pumps, 3 steel oil heaters any two of which are capable of operating entire plant. 1- 3<sup>1</sup>/<sub>2</sub>" duplex suction oil strainer, 1- 2<sup>1</sup>/<sub>2</sub>" duplex discharge oil strainer, 1 injection tank, 2-pump regulating valves, 5 thermometers, 3 pressure gauges, 1 steam trap, 1 oil meter, 1 air vessel; all the above system has been coupled up complete with valves, fittings, and inter connecting pipes, and special brick work and insulating has been fitted in the boilers. The equipment has been installed in the old side bunkers between the holds and all the requirements of the Societies Rules have been complied with.

J.G. Woodd.



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