

R'pt. 4.

No.

6141

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 NOV 1944

Date of writing Report May 3rd, 1944 When handed in at Local Office April 11th, 1944 Port of Montreal, Que.  
No. in Survey held at Montreal, Que. Date, First Survey March 13th, 1944 Survey April 6th, 1944  
Reg. Book Constant attendance (Number of Visits)  
on the Single Screw Steamer FORT EDMONTON Tons 7201.82  
North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd., Yard No. 2122 When built 4007.16  
Engines made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS LIMITED Engine No. 368 When made 1944  
Boilers made at By whom made Boiler No. When made  
Registered Horse Power Owners Port belonging to   
Nom. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76  
Dia. of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 14.21" Crank pin dia. 14 1/2" Mid. length breadth shrunken Thickness parallel to axis 9" & 9 1/2"  
Intermediate Shafts, diameter as per Rule 13.53" Thrust shaft, diameter at collars as per Rule 14.21"  
Tube Shafts, diameter as per Rule 15.07" Is the screw shaft fitted with a continuous liner Yes  
Screw Shaft, diameter as per Rule 15.25" Thickness around eye-hole 7 1/8" & 7 5/8"  
Bronze Liners, thickness in way of bushes as per Rule .76" Thickness between bushes as per Rule .57" Is the after end of the liner made watertight in the  
propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Solid  
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Tight Fit  
If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube  
shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 61"  
Propeller, dia 18' - 6" Pitch 16' - 0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.  
Feed Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work No  
Bilge Pumps worked from the Main Engines, No. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes  
Feed (No. and size) Pumps connected to the (No. and size)  
Pumps (How driven) Main Bilge Line (How driven)  
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
Bilge Pumps;—In Engine and Boiler Room In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
What Pipes pass through the bunkers How are they protected  
What pipes pass through the deep tanks Have they been tested as per Rule  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record Total Heating Surface of Boilers  
Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters  
No. and Description of Boilers Working Pressure 250 lbs./sq.in. (Spht. 230 lbs./sq.in.)

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied?

State the principal additional spare gear supplied.

The foregoing is a correct description  
Canadian Allis-Chalmers Limited

Per

Manufacturer.



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Lloyd's Register  
Foundation

0076 11-007619-0205



From March 13, 1944 to April 6, 1944 (Constant attendance)

Dates of Survey while building

During progress of work in shops

During erection on board vessel

Total No. of visits

Dates of Examination of principal parts—Cylinders 22.3.44 27.3.44 23.3.44 Slides 22.3.44 27.3.44 23.3.44 Covers 22.3.44 27.3.44 23.3.44

Pistons 27.3.44 23.3.44 22.3.44 Piston Rods 4.4.44 Connecting rods 24.3.44

Crank shaft 6.4.44 Thrust shaft 4.4.44 Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers Lloyd's No. 2436

Crank shaft material O.H. Steel Identification Mark H.P. 6.4.44 Thrust shaft material O.H. Steel Identification Mark H.P. 4.4.

Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material Identification Mark

Screw shaft, material O.H. Steel Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey and in conformity with the Society's Rules and Regulations and Secretary's letters.

The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans.

The materials and workmanship are good and the H.P., M.P. and L.P. Cylinders were hydrostatically tested to 330, 110 and 30 lbs pressure per square inch respectively and found sound and tight at those pressures.

This ENGINE has now been shipped to VANCOUVER, B.C. for installation and official trials.

It is recommended for the favourable consideration of the Committee that the record of \*L.M.C. (with date) be made in the Register Book, in the case of this vessel, subject to satisfactory installation and trials.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$ 30.00 : When applied for, 11-19-44

Special ... \$ 267.00 : When received, 14-9-44

Donkey Boiler Fee ... \$ 00.00

Travelling Expenses (if any) \$ 15.00

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

see minute on J.E. Rpt.