

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JUL 1942

Date of writing Report Feb. 26th 1942 When handed in at Local Office Feb. 26th 1942 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey 19th Dec. 1941 Last Survey 19th Feb. 1942  
 Reg. Book. on the FORT ELLICE. (Number of Visits 30) Tons  Gross  Net

Built at VANCOUVER, B.C., By whom built BURRARD DRYDOCK COMPANY LIMITED Yard No. 135. When built

Engines made at MONTREAL, QUE. By whom made Dominion Engineering Works Limited Engine No. 14 When made 1942

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 504 <sup>505</sup> Is Refrigerating Machinery fitted for cargo purposes  No  Yes Is Electric Light fitted  Yes  No

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 14.07 <sup>14.00</sup> Crank pin dia. 14 1/2" Mid. length breadth. - - Thickness parallel to axis 9" & 9 1/2" L.P.

as fitted 14 1/4" Crank webs Mid. length thickness - - Thickness around eye-hole 6.625

Intermediate Shafts, diameter as per Rule 13.2 <sup>13.32</sup> Thrust shaft, diameter at collars as per Rule 13.82 <sup>14.00</sup>

as fitted 13.5 as fitted 14.25

Tube Shafts, diameter as per Rule - - Screw Shaft, diameter as per Rule 14.075 <sup>14.86</sup> Is the  tube  screw shaft fitted with a continuous liner  Yes  No

as fitted - - as fitted 15.25

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the propeller boss  Yes  No

as fitted .78125" as fitted .68" 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 - - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft  No  Yes

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  -  Yes

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  No

Feed Pumps (No. and size) Pumps connected to the Main Bilge Line { No. and size 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 S) Total Heating Surface of Boilers 7140 square feet

Which Boilers are fitted with Forced Draft  Yes  No Which Boilers are fitted with Superheaters all three

No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per square inch

**IS A REPORT ON MAIN BOILERS NOW FORWARDED?**  Yes  No

**IS A DONKEY BOILER FITTED?**  No  Yes If so, is a report now forwarded?  -  Yes

Can the donkey boiler be used for domestic purposes only  -  Yes

**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  
 Dominion Engineering Works Ltd., Manufacturer.  
 per A. S. Van Batten



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19, 22, 26, 27, 30th Dec. 1941, 3, 6, 7, 8, 9, 12, 16, 19, 23, 26, 28, 30th Jan. 1942,

Dates of Survey while building  
During progress of work in shops - - 2, 3, 4, 5, 7, 9, 10, 11, 12, 14, 16, 18, 19th Feb. 1942  
During erection on board vessel - - -  
Total No. of visits

Dates of Examination of principal parts - Cylinders 19-1-42, 3-2-42, 11-2-42 Slides 19-1-42, 3-2-42, 11-2-42 Covers 19-1-42, 3-2-42, 11-2-42  
Pistons 19-1-42, 3-2-42, 11-2-42 Piston Rods 19-2-42 Connecting rods 19-2-42  
Crank shaft 19-2-42 Thrust shaft 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

Crank shaft material O H S Identification Mark 2753 H S 19-2-42 Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel No 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 S/S "FORT TADOUSSAC" & S/S "FORTH CHAMBERLAIN"

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

This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved Plans. The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.

This ENGINE has now been shipped to MESSRS. BURRARD DRYDOCK COMPANY LIMITED, 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 sea trial

Certificate to be sent to

The amount of Entry Fee ... \$ 30.00 : When applied for,  
Special ... £ 267.00 : 4.6.1942  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ 20.00 : ✓ 19

Whitaker & H. J. Saunders  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute 11th 31 JUL 1942

Assigned

See Vessel No. 5759



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