

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

7th. June 43 10th. June, 1943 Quebec, P.Q. Received at London Office 129 JUL 1943
25th. March 43 5th. March 1943 Port of Montreal, P.Q.
Date of writing Report. 17th. Oct/42 5th. June/43
No. in Survey held at Montreal, P.Q. Date, First Survey 23rd. December 1942 Last Survey 17th. February 1943
Reg. Book. (Number of Visits) 334 40 7131
on the Single Screw Steamer "FORT ALBANY" Tons Gross 4243
Built at Lauzon, Lewis, P.Q. By whom built Davie Shipbuilding & Repairing Company Limited. Yard No. 544 When built 1943
Engines made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Engine No. 82 When made 1943
Boilers made at Toronto Ont. By whom made J. Inglis & Co. Ltd. Boiler No. 37-4410 38-4411 36-4409 When made 1943
Registered Horse Power. Owners Park Steamship Co. Limited Port belonging to
Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes. No Is Electric Light fitted Yes
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76
Dia of Cylinders 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 13.99" Crank pin dia. 14½" Mid. length breadth --- Thickness parallel to axis 9" & 9½ L.P.
as fitted 14½" Crank webs --- shrunk Mid. length thickness --- Thickness around eye-hole 7.125 }
Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14.25" 7.625 }
as fitted 13.5" Tube Shafts, diameter as per Rule --- as fitted --- Is the screw shaft fitted with a continuous liner Yes
Screw Shaft, diameter as per Rule 14.87" as fitted 15.25" as per Rule .565"
Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as fitted .68" 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 --- 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 Yes
Bilge Pumps worked from the Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
Feed (No. and size J. Inglis steam driven Pumps connected to the Main Bilge Line { No. and size Three-two 4½" Rams, one 10"x12"x10"
Pumps (How driven one-10"x12"x10" { How driven Two main engine, one duplex steam
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 E.R. three x 3, one x 5, one x 9" B.R. two x 3"
In Pump Room In Holds, &c. No. 1, 2, 3, 4, & 5 each one 3" P&S. Deep tanks B& St,
one each 6", After Tunnel well one 2½", F.P.&A.P. on Ballast range— one each 4"
Main Water Circulating Pump Direct Bilge Suctions, No. and size one x 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size st.— one x 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
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 Yes
Are all Sea Connections fitted direct on the skin of the ship Yes, except main injection Are they fitted with Valves or Cocks 7 valves, 2 cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line below
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
What Pipes pass through the bunkers P&St. steel bilge lines to No. 1, 2, & 3 Holds How are they protected by Bilge covering boards
What pipes pass through the deep tanks None Have they been tested as per Rule Yes
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from ---

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 Square Feet
Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three
No. and Description of Boilers 3 Single/Multitubular Working Pressure 220 lbs./ Sq. Inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

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? Yes

State the principal additional spare gear supplied

The foregoing is a correct description

DOMINION ENGINEERING WORKS LIMITED

Per

J. Van Batten

Manufacturer.



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003/62 003/74-0214

23, 28, 29, 30 December 4, 5, 7, 8, 11, 12, 13, 15, 19, 21, 23, 25, 27, 29,
During progress of work in shops - - 30, January 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 17, February 1943
Dates of Survey while building 1942--Oct. 17, 22, 24, Nov. 3, 10, 16, 17, 20, 21, 25 Dec. 2, 10, 14, 18, 23 -1943- Jan. 5, 12,
During erection on board vessel - - 16, 29 Feb. 8, 12, 17, 23, 27 Mar. 4, 10, 16, 20, 26, 31 April 5, 12, 17, 26 May 1, 10, 15,
22, 27, June 5.
Total No. of visits 33 & 40= 73

Dates of Examination of principal parts - Cylinders 21.1.43 29.12.42, 4.2.43 Slides 21.1.43 29.12.42, 4.2.43 Covers 21.1.43 29.12.42, 4.2.43
Pistons 21.1.43 29.12.42, 4.2.43 Piston Rods 17.2.43 Connecting rods 17.2.43
Crank shaft 17-2-43 Thrust shaft 4-11-42 Intermediate shafts 6 at 10-29-42
Tube shaft - Screw shaft 10-29-42 Propeller 1041, No. 136 F.W.M. 22.12.42
Stern tube 26-4-43 Engine and boiler seatings 27-2-43 Engines holding down bolts 5-4-43
Completion of fitting sea connections 17-5-43
Completion of pumping arrangements 25-5-43 Boilers fixed 1-3-43 Engines tried under steam 28-5-43
Main boiler safety valves adjusted 28-5-43 Thickness of adjusting washers P 35/64 & 39/64" 017/64" & 3/8" St. 17/64 & LLOYD'S 1570 HS. 4.11.42
Crank shaft material O.H. Steel Identification Mark HS 17-2-43 Thrust shaft material O.H. Steel Identification Mark HS. 4.11.42
Intermediate shafts, material Identification Marks See below Tube shaft, material - Identification Mark D.H. 14-5-43
Screw shaft, material Identification Mark I.J.T. 5590 Steam Pipes, material S.D.H.R.S. Test pressure 660 Date of Test 14-5-43
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 "FORT" & "FORT CHAMBLY"
Is this machinery duplicate of a previous case --Yes If so, state name of vessel SS "TADOUSSAC" & "FORT CHAMBLY"

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 been fitted with Cast Steel Connecting Rods. The ENGINE has now been shipped to Davie Shipbuilding & Repairing Company Limited, Lauzon, Levis, P. 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 trials. The MACHINERY of this vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation. In my opinion this vessel is eligible for record of * L.M.C. 5, 43 "and Notation T.S. (C.L.)".

Intermediate shafting identification Marks.

5769, 5764, 5766, 5765, 5730, 5738, All I.J.T. 10-29-42.

The amount of Entry Fee ... \$ 30.00 : When applied for,
Special ... \$ 400 : June 21, 1943
Donkey Boiler Fee ... £ : When received,
Travelling Expenses (if any) \$ Included with Hull Rpt. 19

Committee's Minute

Assigned

+ LMC 6, 43
Z.D. C.L.

H. J. Saunders & T. Halket
Engineer Surveyor to Lloyd's Register of Shipping.



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