

Rpt. 4.

No. 5955

RPT. 4

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 DEC 1943

Date of writing Report 18th. Aug. 1943 When handed in at Local Office 3rd. Aug. 1943 Port of Montreal, P.Q.

No. in Survey held at Montreal, P.Q. Date, First Survey 31st. May Last Survey 27th. July 1943

Reg. Book. S. S. "FORT SAKISDAC" (Number of Visits 31) Tons 7159.62 Gross 4243.93 Net

on the S. S. "FORT SAKISDAC"

Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 188 When built 1943

Engines made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Engine No. 114 When made 1943

Boilers made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Boiler No. 114 When made 1943

Registered Horse Power 504 Owners S. S. "FORT SAKISDAC" Port belonging to S. S. "FORT SAKISDAC"

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 13.99" Crank pin dia. 14½" Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.

Intermediate Shafts, diameter 13.33" as per Rule 13.99" as fitted 14½" Crank webs --- Mid. length thickness --- Thickness around eye-hole 7.125"

Tube Shafts, diameter --- as per Rule --- as fitted --- Thrust shaft, diameter at collars 13.99" as per Rule 13.99" as fitted 14.25"

Screw Shaft, diameter 14.87" as per Rule 14.87" as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes .75" as per Rule .75" as fitted .78125" Thickness between bushes .565" as per Rule .565" 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 ---

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 61" sq. ft.

Feed Pumps worked from the Main Engines, No. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---

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 Pumps How driven 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 All Three Which Boilers are fitted with Superheaters All Three

No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 Lbs./Sq. In.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? NoIf 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  
DOMINION ENGINEERING WORKS LIMITED  
PER: H. Hermann

Manufacturer.

© 2020

Lloyd's Register  
Foundation

003252-003262-0201



Dates  
of Survey  
while  
building

During progress of  
work in shops - -  
During erection on  
board vessel - - -

Total No. of visits

31st. May. 3, 7, 9, 11, 14, 16, 18, 21, 23, 24, 25, 28, 30 June. 1, 2, 3, 6, 8, 9, 12,  
13, 14, 16, 19, 20, 22, 23, 24, 26, 27 July.

Dates of Examination of principal parts — Cylinders 31.5.43 23.6.43, 20.7.43 Slides 31.5.43 23.6.43, 20.7.43 Covers 31.5.43 23.6.43, 20.7.43  
Pistons 31.5.43 23.6.43, 20.7.43 Piston Rods 27.7.43 Connecting rods 27.7.43  
Crank shaft 27.7.43 Thrust shaft 20.7.43 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. Steel Identification Mark HS. 7831 27.7.43 Thrust shaft material O.H. Steel Identification Mark HS. 8430 20.7.43

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 SS "FORT 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 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 trials.

The amount of Entry Fee ... \$ 30.00 : When applied for,  
Special ... \$ 267.00 :  
Donkey Boiler Fee ... £ 1.00 :  
Travelling Expenses (if any) \$ 6.00 :  
When received, 19

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

Committee's Minute FRI. 7 JAN 1944

Assigned

see minute  
on Ver. J.E. Rpt.



© 2020

Lloyd's Register  
Foundation