

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 JAN 1944

Date of writing Report 17th. Sept. 1943 When handed in at Local Office 13th. Sept. 1943 Port of Montreal, P.Q.
No. in Survey held at Montreal, P.Q. Date, First Survey 14th. June 1943 Last Survey 24th. August 1943
Reg. Book. Single Screw Steamer "FORT ORLEANS" (Number of Visits 30) Tons { Gross 7165.78
on the Net 4249.51
Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. (South) Yard No. 191 When built
Engines made at Lachine, P.Q. By whom made Canadian Allis-Chalmers Engine No. 249 When made 1943
Boilers made at By whom made Boiler No. When made
Registered Horse Power. Owners 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" Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.
as fitted 14½" Crank pin dia. 14½" Crank webs shrunk 7.125"
Intermediate Shafts, diameter as per Rule 13.33" Mid. length thickness -- Thickness around eye-hole 7.625"
as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99"
as fitted 14.25"
Tube Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 14.87"
as fitted -- as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule .75" as per Rule .565"
as fitted .78125" 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 --
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 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 S) Total Heating Surface of Boilers 9704 Square Feet
Which Boilers are fitted with Forced Draft BOTH Which Boilers are fitted with Superheaters BOTH
No. and Description of Boilers 2 WATER TUBE Working Pressure 250 Lbs./Sq. In (Sp. 230 lb.)

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
State the principal additional spare gear supplied

Originally designed for Ocean vessels at 220 lb.
now fitted in Victory ships at 230 lb. Sp.

The foregoing is a correct description
CANADIAN ALLIS-CHALMERS LIMITED

PER:

L. J. Brady Works Manager Manufacturer.



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Lloyd's Register
Foundation

003282-003289-0190

Dates of Survey while building
During progress of work in shops - - 14,16,17,22,25,29 June. 1,3,6,9,12,14,17,20,22,24,26,28,29 July.
During erection on board vessel - - - 2,4,6,10,11,14,17,18,20,23,24 August.
Total No. of visits

Dates of Examination of principal parts - Cylinders 11.8.43, 10.8.43 Slides 11.8.43, 10.8.43 Covers 11.8.43, 10.8.43
Pistons 6.8.43, 10.8.43 Piston Rods 20.8.43 Connecting rods 9.7.43
Crank shaft 24.8.43 Thrust shaft 20.8.43 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 HGS.24.8.43 Thrust shaft material O.H. Steel Identification Mark HGS.20.8.43
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 CHAMPEL"
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 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 10
Special ... 26 18
Donkey Boiler Fee ... 10
Travelling Expenses (if any) ...
When applied for, 1943
When received, 1943
VCR
RL

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

Committee's Minute
Assigned Lee Ver. fe 6035