

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Rpt. 4.
 Date of writing Report 7th Oct., 1943 When handed in at Local Office 7th Oct., 1943 Port of Vancouver, B.C.
 No. in Survey held at Vancouver, B.C. Date, First Survey 28th July, 1943 Last Survey 2nd October, 1943
 Reg. Book. (Number of Visits 16)
 on the Steel Single Screw Steamer S.S. "FORT LA BAYE" Tons {Gross 7161.66
 {Net 4247.85
 Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Ltd. Yard No. 128 When built 1943
 Engines made at Montreal, P.Q. By whom made Dominion Engineering Wks. Engine No. 115 When made 1943
 Boilers made at Vancouver, B.C. By whom made Vancouver Iron Works Ltd. Boiler No. 541 & 542 When made 1943
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging to --
 m. Horse Power as per Rule 643 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 de for which Vessel is intended General Cargo.

GINES, &c.—Description of Engines Triple expansion Superheat to 450°F. Revs. per minute 76
 of Cylinders 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 ank shaft, dia. of journals as per Rule 13.99 14.21 230 lb. Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14½" Crank pin dia. 14½" Crank webs shrunk 7½" Pin
 ermediate Shafts, diameter as per Rule 13.33 13.53 Mid. length thickness -- Thickness around eye-hole 7½" Journal
 as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99 14.21
 as fitted 14.25" Is the {screw} shaft fitted with a continuous liner? Yes
 be Shafts, diameter as per Rule 14.87 15.07 as fitted 15.25" Is the {screw} shaft fitted with a continuous liner? Yes
 as fitted -- Screw Shaft, diameter as per Rule .75" as fitted .565" Is the after end of the liner made watertight in the
 onze Liners, thickness in way of bushes as fitted .78125" Thickness between bushes as fitted .68" Solid
 beller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Tight Fit
 be 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
 wo 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
 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 61"
 oppeller, dia. 18'6" Pitch 16'0" Mean No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.
 ed Pumps worked from the Main Engines, No. None Diameter -- Stroke -- Can one be overhauled while the other is at work --
 ge Pumps worked from the Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 ed (No. and size Two. 12" x 8" x 24" Pumps connected to the {No. and size Four. (Two) 10" x 11" x 12" Two Rams
 mps (How driven Steam. Worthington-Simplex Main Bilge Line {How driven Duplex - Steam M.E.
 last Pumps, No. and size One. 10"x11"x12"(Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size None
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 ge Pumps;—In Engine and Boiler Room One 3" P & S. One 3" Thrust Recess. One 2½" Tunnel Well. One 3" P & S.
 Pump Room For'd & Aft Cofferdams In Holds, &c. One 3" P & S Nos. 1,2,3,4 & 5 Holds. One 4" P & S

. 1 & No. 2 Deep tanks. One 5" P&S No. 3 Deep Tanks.
 in Water Circulating Pump Direct Bilge Suctions, No. and size (one) 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size (Two) 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 all Sea Connections fitted direct on the skin of the ship No. To cast steel Are they fitted with Valves or Cocks Yes
 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
 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 Welded
 at Pipes pass through the bunkers None How are they protected --
 at pipes pass through the deep tanks Bilge, Ballast & Air Pipes Have they been tested as per Rule Yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 be 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
 apartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from --

AIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 9704 sq. ft.
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both
 and Description of Boilers Two. Babcock & Wilcox W.T. Working Pressure 250 lbs. per sq. in. (Sp. 230 lb.)
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

the donkey boiler be used for domestic purposes only approved plans 17-7-43 Auxiliary Boilers -- Donkey Boilers --

ANS. Are approved plans forwarded herewith for Shafting in U.K. Main Boilers 17-7-43 Oil fuel Burning Piping Arrangements 9-7-43.
 (If not state date of approval) 6-7-43.
 verheaters 17-7-43. General Pumping Arrangements As fitted plan attached.

SPARE GEAR.

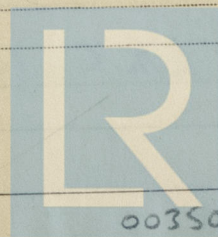
s the spare gear required by the Rules been supplied Yes
 te the principal additional spare gear supplied

As per list forwarded with Vancouver Report No. 5942 - S.S. "FORT COLUMBIA"

The foregoing is a correct description
 WEST COAST SHIPBUILDERS LTD.

Manufacturer.

W. S. M. Lane
 General Manager



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Lloyd's Register

003503-003512-0075

Dates of Survey while building
During progress of work in shops - - See Montreal Report No. 5959.
July - 28, 31. Aug. - 5, 12, 17. Sept. - 10, 11, 13, 14, 16, 20,
During erection on board vessel - - 27, 28. Oct. - 1 & 2.
Total No. of visits 16.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 13th September, 1943. Intermediate shafts 10th September, 1943.
Tube shaft Screw shaft 31st July, 1943. Propeller 31st July, 1943.
Stern tube 28th July, 1943. Engine and boiler seatings 11th Sept., 1943. Engines holding down bolts 11th Sept., 1943.
Completion of fitting sea connections 31st July, 1943.
Completion of pumping arrangements 20th Sept., 1943. Boilers fixed 17th Aug. 1943. Engines tried under steam 16th Sept., 1943.
Main boiler safety valves adjusted Thickness of adjusting washers compression P. 3 - 9/16 S. 7 - 31/32. Lloyd's 8184
Crank shaft material O.H. Steel Identification Mark 30-7-43 HS Thrust shaft material O.H. Steel Identification Mark 24-7-43
Intermediate shafts, material O.H. Steel Lloyd's 1692 18-1-43 EER Lloyd's 1684 18-1-43 EER Lloyd's 1679 16-1-43
Screw shaft, material O.H. Steel Identification Mark Lloyd's 1682 18-1-43 EER Lloyd's 1607 13-1-43 EER Lloyd's 1619 13-1-43
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No
Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "FORT COLUMBIA" Vanc. Rpt. No.
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey of the Montreal Survey and installed on board under special survey in accordance with approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested under full working conditions on sea trials and afterwards part opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of the Wartime Merchant Shipping Ltd. to ensure that the terms of the Specifications have been fully complied with and this work has been satisfactorily carried out.

The machinery of this vessel is eligible in our opinion to be classed in the Register Book with Notation of *LM.C. 10, 43. Screw Shaft C.L. 2 - W.T. Blrs. (Spt) 250 lbs. per sq. inch F.D. Fitted for oil fuel 10, 43. Flash Point above 150°F.

Montreal Fees charged in Montreal Report No. 5959.

The amount of Entry Fee ... £ : : When applied for,
Special (Ver) ... \$ 133.00 : : Oct. 6th 43
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) \$ 20.00 : : 19

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

FRI. 17 DEC 1943

+ LMC 10. 43



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Not S.O.F. see "Fort Boise" (Vol. 594)

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