

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 4 MAR 1943

Date of writing Report 4th Jan., 1943 When handed in at Local Office 4th Jan., 1943 Port of Vancouver, B. C.
 No. in Survey held at Victoria, B. C. Date, First Survey 18th Sept., 1942 Last Survey 12th Dec., 1942
 Reg. Book. (Number of Visits 29)
 --- on the Steel Single Screw Steamer "FORT TREMBLANT" Tons Gross 7128.16 Net 4252.62
 Built at Victoria, B.C. By whom built Victoria Machinery Depot Co. Ltd. Yard No. 24 When built 1942
 Engines made at Toronto, Ont. By whom made John Inglis Co. Ltd. Engine No. 83 When made 1942
 Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. 333 When made 1942
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging to
 Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

le for which Vessel is intended General Cargo

GINES, &c.—Description of Engines Triple Expansion. Superheat to 575° F. Revs. per minute 80
 of Cylinders 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 as per Rule 13.99" Crank pin dia. 14½" Mid. length breadth --- Thickness parallel to axis 9" L.P.
 as fitted 14½" Crank webs --- Mid. length thickness --- Thickness around eye-hole 7½" Pin
 as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99" 7½" Journal
 as fitted 13.5" as fitted 14.25"
 as per Rule --- as per Rule 14.87" Is the shaft fitted with a continuous liner Yes
 as fitted --- as fitted 15.25" as per Rule .565"
 as per Rule .75" Thickness between bushes as fitted .68" Is the after end of the liner made watertight in the
 as fitted .78125 Solid
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Tight fit
 Is an approved Oil Gland or other appliance fitted at the after end of the tube 61"
 Length of Bearing in Stern Bush next to and supporting propeller 117 sq. ft.
 No If so, state type --- No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.
 Pitch 16'-0" mean Diameter --- Stroke --- Can one be overhauled while the other is at work ---
 No. of Main Engines, No. None Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 No. of Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 No. and size Two (10"x7"x24") Pumps connected to the Main Bilge Line { No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams
 How driven Steam Worthington Simplex Main Bilge Line { How driven Duplex Steam Duplex Steam M.E.
 No. and size (One) 10"x12"x10" (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
 Pumps:—In Engine and Boiler Room 1-3" Dia. Port 1-3" Dia. Star in Blr. Rm. 1-3" Dia. Port 1-3" Dia. Star
 In Eng. Rm. 1-2" Dia. in Thrust Recess. 1-4" Dia. to P.P. 1-3" Dia. P&S to Nos. 1-2-3-4 & 5
 In Hold, &c. 1-4" Dia. to A.P.
 Holds. 1-4" Dia. to A.P.
 Water Circulating Pump Direct Bilge Suctions, No. and size One - 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size One 5" Dia. Star side. 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
 All Sea Connections fitted direct on the skin of the ship Yes. Main injection they fitted with Valves or Cocks Valves and 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
 Pipes pass through the bunkers Steel Air Pipes to No. 4 D.B. tanks How are they protected Steel Straps welded across frames
 Bilge Suctions No. 7 D.B. 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
 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
 department 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 sq. ft.
 Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three
 and Description of Boilers 3 Single ended Multitubular Working Pressure 220 lbs. per sq. inch
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Is the donkey boiler be used for domestic purposes only? --- Approved Plans

ANS. Are approved plans forwarded herewith for Shafting in U.K. Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Boilers Approved Plans General Pumping Arrangements Oil fuel Burning Piping Arrangements
 in U.K.

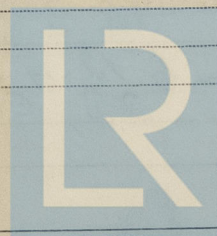
SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied

As per List forwarded with Vancouver Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description
 Victoria Machinery Depot Co., Ltd.

Manufacturer.



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004564-004572-0120

Dates of Survey while building
 During progress of work in shops - - See Toronto Report No. 878
 During erection on board vessel - - 1942. - Sept. 18, 21, 30 Oct. 1, 2, 3, 5, 6, 8, 10, 11, 17, 20, 29, 30, 31
 Nov. 3, 11, 14, 16, 17, 23, 24, 25, Dec. 1, 7, 9, 10, 12.
 Total No. of visits 29

Dates of Examination of principal parts — Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 3rd November, 1942 Intermediate shafts 20th October, 1942
 Tube shaft Screw shaft 1st October, 1942 Propeller 6th October, 1942
 Stern tube 30th Sept., 1942 Engine and boiler seating (20th Oct., 1942 & 6th Nov., 1942) Engines holding down bolts 6th November, 1942
 Completion of fitting sea connections 10th October, 1942
 Completion of pumping arrangements 7th Dec., 1942 Boilers fixed 29th Oct., 1942 Engines tried under steam (23rd Nov., 1942 & 10th Dec., 1942)
 Main boiler safety valves adjusted 9th Dec., 1942 Thickness of adjusting washers P. Blrs. 5.30" C. Blrs. 8.453" S. Blrs. 8.458"
 Crank shaft material O.H. Steel Lloyd's 5156 JMK 23-1-42 JB 20-4-42 Lloyd's 1070 JKH 2-
 Identification Mark 3048 JMK 4-12-41 JB 20-4-42 Identification Mark JB 1-
 Intermediate shafts, material O.H. Steel Lloyd's 6998 AS 2-6-42 5578 17-7-42 PWW
 Identification Mark 8227 AS 27-7-42 8247 AS 29-7-42 Identification Mark
 Screw shaft, material O.H. Steel Lloyd's 8393 8260 AS 29-7-42 5435 28-5-42 PWW
 Identification Mark 13-8-42 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 20-10-4
 per sq. inch. 18-11-4
 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 No 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 HUDSON'S HOPE"
 (Ver. Report No. 5831)
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been constructed under Special Survey of the Toronto
 Surveyors, and installed on board under Special Survey in accordance with the approved plans, New
 York letters and otherwise in conformity with the Society's Rules. The materials and workmanship
 are good and the tests 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 afterward
 part opened out, examined and found satisfactory. The machinery has also been surveyed during
 construction and installation on behalf of 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 *L.M.C. 12, 42 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

Toronto fees charged in Toronto Report No. 878.

The amount of Entry Fee	£133.00	When applied for,
Special	£	14 th Dec. 1942
Donkey Boiler Fee	£	When received,
Travelling Expenses (if any)	£60.00	19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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