

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report **6th April, 1943** When handed in at Local Office **6th Apr., 1943** Port of **Vancouver, B. C.**

No. in Survey held at **Victoria, B. C.** Date, First Survey **16th Dec., 1942** Last Survey **31st Mar., 1943**

Reg. Book. **--** on the **Steel Single Screw Steamer "FORT WRIGLEY"** (Number of Visits **36**) Tons {Gross **7128.00**
Net **4250.28**

Built at **Victoria, B. C.** By whom built **Victoria Machinery Depot Co. Ltd.** Yard No. **26** When built **1943**

Engines made at **Toronto, Ont.** By whom made **John Inglis Co. Ltd.** Engine No. **141-M60** When made **1942-3**

Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works.** Boiler No. **378** When made **1943**

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**

Trade for which Vessel is intended **General Cargo**

ENGINES, &c.—Description of Engines **Triple Expansion. Superheat to 575° F.** Revs. per minute **80**
 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. **14-1/4"** Mid. length breadth **—** Thickness parallel to axis **9" & 9½" L.P.**
 as fitted **14½"** Crank webs **—** shrunk **(7½" Pin**
 as per Rule **13.33"** Mid. length thickness **—** Thickness around eye-hol **(7½" Journal**
 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"** Is the {tube} shaft fitted with a continuous liner { **—**
 as fitted **—** as fitted **15.25"** as fitted **15.65"** Yes
 Bronze Liners, thickness in way of bushes as per Rule **.75"** Thickness between bushes as per Rule **.68"** Is the after end of the liner made watertight in the
 as fitted **.78125** as fitted **—** 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"** mean. 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 **Two (10"x7"x24")** Pumps connected to the {No. and size **Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams**
 Pumps {How driven **Steam Worthington Simplex** Main Bilge Line {How driven **Duplex Steam Duplex Steam M.E.**
 Ballast Pumps, No. and size **(One) 10"x12"x10" (Duplex)** Lubricating Oil Pumps, including Spare Pump, No. and size **None**
 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 **1-3" Dia. Port, 1-3" Dia. Star bd in Blr. Rm., 1-3" Dia. Port, 1-3" Dia.**
 In Pump Room **1-2½" Dia. in Star bd in Eng. Rm., 1-2½" Dia. in Thrust Room, 1-2½" Dia. to P.P., 1-3" Dia. P&S to Nos. 1-2-3-4 & 5**
tunnel well.
Holds, 1-4" Dia. to A.P. & ballast line only
 Main Water Circulating Pump Direct Bilge Suctions, No. and size **(One) 9"** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size **(One) 5" Dia. Star bd 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**
 Are all Sea Connections fitted direct on the skin of the ship **Yes. Main injection** Are they fitted with Valves or Cocks **Yes**
 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 **Steel Air Pipes to No.4 D.B. tanks** How are they protected **Steel straps welded across frames, under Limber Boards. Yes**
 What pipes pass through the deep tanks **No.7 D.B. Air Pipes** 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 8) 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
No. and Description of Boilers 3 Single ended Multitubular Working Pressure 220 lbs. per 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 **Approved Plans in U.K.** Main Boilers..... Auxiliary Boilers..... Donkey Boilers.....
(If not state date of approval)

Superheaters Approved Plans in General Pumping Arrangements.....Oil fuel Burning Piping Arrangements
U.K. CD 425 CE 42

SPARE GEAR.

Has the spare gear required by the Rules been supplied.

State 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.



© 2020

Lloyd's Register
Foundation

006780-006786-0041

Dates of Survey while building
During progress of work in shops - - See Toronto Report No.920
During erection on board vessel - - 1942 - Dec. 16, 1943 - Jan. 9,11,13,26.
1943.- Feb. 2,3,8,15,16,17,18,19,25.
1943.- Mar. 3,4,8,9,11,13,15,16,17,18,19,20,22,23, 24,25,26,27,28,29,30,31.
Total No. of visits 36

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 8th Feb., 1943 Intermediate shafts 8th Feb., 1943
Tube shaft See Toronto Report No.920 Screw shaft 9th Jan., 1943 Propeller 26th Jan., 1943
Stern tube 13th Jan., 1943 Engine and boiler seatings 17th Feb., 1943 & 15th Mar., 1943 Engines holding down bolts 17th Feb., 1943
Completion of fitting sea connections 2nd Feb., 1943
Completion of pumping arrangements 19th Mar., 1943 Boilers fixed 15th Mar., 1943 Engines tried under steam 15-3-43, 31-3-43
Main boiler safety valves adjusted 220 lbs. per sq. inch Thickness of adjusting washers P.Hr.S.V. .564" C.Hr.S.V. .502" S.Hr.S.V. .530"
Crank shaft material O.H. Steel Identification Mark Lloyd's #8839 EER 8-10-42 8887 EER 15-10-42 5794 18-10-42 P.W.
Intermediate shafts, material O.H. Steel Identification Mark Lloyd's #8844 EER 8-10-42 8891 EER 14-10-42 5809 18-10-42 P.W.
Screw shaft, material O.H. Steel Identification Mark Lloyd's #8844 EER 8-10-42 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 22-3-43
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 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 TREMBLANT" (Vcr. Rpt. No.5850)
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 afterwards 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 specific 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. 3,43, Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

Toronto fees charged in Toronto Report No.920

The amount of Entry Fee ... £ : : When applied for,
Special (Vcr.) ... £\$133.00 : Apr. 5th, 1943
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £\$ 60.00 :
19.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 JUL 1943

Assigned +LMC 3.43 : F.D. C.L.



© 2020

Lloyd's Register Foundation