

Rpt. 4.

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Incl. Rpt.
No. 5820

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

7 JUN 1943

Date of writing Report 25th, March 1943 When handed in at Local Office 5th, March 1943 Port of Montreal, P.Q.

No. in Survey held at Montreal, P.Q. Date, First Survey 14th, December 1942 Last Survey 5th, February 1943
Reg. Book. (Number of Visits 31)

on the S. S. "FORT ASH"

Tons {Gross 7131.07
Net 4245.02

Built at Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 174 When built 1943

Engines made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Engine No. 79 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 504 505 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" Crank pin dia. 14½" Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14½" Crank webs --- Mid. length thickness --- Thickness around eye-hole 7.125 }
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"
 as fitted 13.5" as fitted 14.25"

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

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the
 as fitted .78125 as fitted .68" 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 bunks 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./Square 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 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

Allan Patten

Manufacturer.



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008364-008374-0021

Dates
of Survey
while
building

During progress of
work in shops - -
During erection on
board vessel - - -
Total No. of visits

14, 15, 16, 17, 18, 21, 22, 23, 28, 29, 30, December. 4, 5, 7, 8, 11, 12, 13, 15, 19, 21, 23,

25, 27, 29, 30, January. 1, 2, 3, 4, 5, February 1943.

Dates of Examination of principal parts — Cylinders 23.12.42, 23.1.43 Slides 23.12.42, 23.1.43 Covers 23.12.42, 23.1.43
Pistons 23.12.42, 23.1.43 Piston Rods 5.2.43 Connecting rods 5.2.43
Crank shaft 5.2.43 Thrust shaft 3.2.43 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 LLOYD'S 3914 HS 5-2-43

Thrust shaft material O.H. Steel

Identification Mark LLOYD'S 5918 HS 3-2-43

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 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

Special

267.00

Donkey Boiler Fee

£

Travelling Expenses (if any)

8.00

When applied for,

apl 3.19.43

When received,

13.4.43

H. J. Saunders

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 11 JUN 1943

Assigned

See Ver. F. G. No 5903



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