

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report May 15th 1942 When handed in at Local Office May 15th 1942 Port of MONTRÉAL, QUE.

No. in Survey held at Lachine, Montreal, P. Q. Date, First Survey 24th Feb. 1942 Last Survey 10th April 1942  
 Reg. Book. on the Steel Single Screw Steamer "Fort Pine" (Number of Visits 31) Tons <sup>Gross</sup> <sub>Net</sub>

Built at VANCOUVER, BC By whom built BURRARD DRY DOCK COMPANY LIMITED Yard No. 139 When built 1942

Engines made at Lachine, Montreal, P. Q. By whom made Dominion Engineering Works Ltd Engine No. 23 When made 1942

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 24 1/2 x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.07 14.00 Crank pin dia. 14 1/4" Crank webs --- Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" I.P.  
 as fitted 14 1/4" Mid. length thickness --- Thickness around eye-hole 6.625" 1/8" N

Intermediate Shafts, diameter as per Rule 13.2 13.32 Thrust shaft, diameter at collar as per Rule 13.82 13.82  
 as fitted 13.5 as fitted 14.25

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.875 14.86 Is the <sup>tube</sup> shaft fitted with a continuous liner Yes  
 as fitted --- as fitted 15.25

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 propeller boss Yes  
 as fitted .78125" as fitted .68"

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 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps (No. and size) --- Pumps connected to the Main Bilge Line (No. and size) ---  
 Pumps (How driven) --- 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 7140 square feet -  
 Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters All three -  
 No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per 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 Ltd Manufacturer.  
 per H. S. Van Patten



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24, 25, 26, 27th Feb. 1942; 2, 3, 4, 5, 6, 7, 9, 12, 14, 16, 17, 18, 19, 20, 23, 25, 26, 27, 30th March, 1942;  
 During progress of work in shops -- 2, 3, 4, 6, 7, 8, 9, 10th April, 1942.  
 Dates of Survey while building }  
 During erection on board vessel --- }  
 Total No. of visits

Dates of Examination of principal parts — Cylinders 2-4-42, 23-3-42, 1-4-42 Slides 2-4-42, 23-3-42, 1-4-42 Covers 2-4-42, 23-3-42, 1-4-42  
 Pistons 2-4-42, 23-3-42, 1-4-42 Piston Rods 10-4-42 Connecting rods 10-4-42  
 Crank shaft 10-4-42 Thrust shaft 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 OHS Identification Mark 3234 H-S Thrust shaft material Identification Mark  
 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 S/S "FORT TADOUSSAC" and S/S "FORT CHAMBERLAIN"

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 MESSRS. BURRARD DRY DOCK COMPANY LIMITED, 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.

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

The amount of Entry Fee	£ \$ 30.00	} When applied for, 22/7/42
Special	£ 267.00	
Donkey Boiler Fee	£	} When received, ✓ 19
Travelling Expenses (if any)	£ 25.00	

RB Alhidell & H J Saunders  
 VCR.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 10 NOV 1942  
 Assigned See Tex. 28. 5782

