

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

18 AUG 1943

Date of writing Report 24th April 1943 When handed in at Local Office 19 Port of TORONTO, CANADA
 No. in Survey held at TORONTO, CANADA Date, First Survey 12th Feb. Last Survey 30th March 1943
 Reg. Book. on the 10,000-ton Cargo Vessel. S.S. "FORT CAPOT RIVER" (Number of Visits 23) Tons 7127.58
 Gross 7127.58
 Net 4246.28
 Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 124. When built
 Engines made at Toronto, Ont. By whom made John Inglis Co. Ltd. Engine No. 267 M68 When made
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Wartime Merchant Shipping Ltd. Port belonging to
 Com. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Superheat 575°F. Revs. per minute 76
 Dia of Cylinders 24.5"x37"x70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3 9"HP.MP
 as per Rule 13.98 Mid. length breadth 24.5 Thickness parallel to axis 9.5" LP.
 Crank shaft, dia. of journals 14.25 Crank pin dia. 14.25 Crank webs shrunk Mid. length thickness - Thickness around eye-hole 7 1/8" Pin
 as fitted 14.25 as per Rule 13.98 as fitted 14.25 as fitted 14.25 as fitted 14.25
 Intermediate Shafts, diameter - Thrust shaft, diameter at collars -
 as per Rule - as per Rule -
 as fitted - as fitted -
 Tube Shafts, diameter - Screw Shaft, diameter - Is the tube shaft fitted with a continuous liner -
 as per Rule - as per Rule -
 as fitted - as fitted -
 Bronze Liners, thickness in way of bushes - Thickness between bushes - Is the after end of the liner made watertight in the -
 as per Rule - as per Rule -
 as fitted - as fitted -
 Propeller boss - If the liner is in more than one-length are the junctions made by fusion through the whole thickness of the liner -
 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 -
 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 - If so, state type - Length of Bearing in Stern Bush next to and supporting propeller -
 Propeller, dia. - Pitch - No. of Blades - Material - whether Moveable - Total Developed Surface - 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. 2 Diameter 4.5" Stroke 26" Can one be overhauled while the other is at work yes
 Feed (No. and size Two 10"x7"x24" 4000 Imp. Gallons Pumps connected to the Main Bilge Line No. and size -
 How driven Independent 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 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 Sq. Ft. (3 Boilers)
 Which Boilers are fitted with Forced Draft All three boilers Which Boilers are fitted with Superheaters All three boilers
 No. and Description of Boilers Three Scotch Marine Working Pressure 220 lbs. per sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
 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 LLOYDS Main Boilers John S. Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval) Approval 15.11.40 Heck per C.M. Oil fuel Burning Piping Arrangements -
 Superheaters - General Pumping Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied 1 set Piston rings and Springs for HP MP and LP Pistons and HP Piston-Valve, top and bottom, 1 set of pads for ahead face of Thrust Bearing, 2 Bottom end Bolts and Nuts Top end Bolts & Nuts, 2 Main Bearing Bolts & Nuts, 6 Coupling Bolts & Nuts, 1 Bottom end Bearing (2 Halves) 2 Pairs Top end Bearings, 1 Set Bottom End Bearing Liners, 1 Set Metallic Packing for P. MP. LP, Piston Rods & Valve Spindles. 1 Set (6) Air Pump Head Valve Discs (Top & Bottom) 4 Pressure Glasses, 4 Springs, 4 Guide Rings, 8 Gaskets, 1 Pump Unit complete for Lubricator. 1 Glycerine Gun, 1 Valve & Seat for S.D.N.R. Valve & Lift Valve on Suc. & Disch. Chests, 3 Carrying Bars for Crossheads, 1 lifting bar for Main Bearings, 1 Wear down Gauge for Crankshaft. 1 Set Spanners & Wrenches as per Specification.

The foregoing is a correct description

The John Inglis Company Limited

Manufacturer.

Date May 3/43 By John S. Heck

008550-008558-0015

Feb. 12, 19, 22, Mar. 2, 3, 5, 6, 8, 10, 11, 12, 13, 15, 16, 17, 19, 20, 22, 24, 25, 26, 27, 30

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - -

Total No. of visits 23.

Dates of Examination of principal parts — Cylinders HP 19.2.43 MP 12.2.43 LP 22.2.43 Slides HP 19.2.43 MP 12.2.43 LP 22.2.43
Pistons 25.3.43 Piston Rods 24.3.43 Connecting rods 20.3.43
Crank shaft 5.3.43 Thrust shaft 3.3.43 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 -

Thickenss of adjusting washers

Crank shaft material O.H. Steel

Identification Mark J.B.F.5.3.43

Thrust shaft material O.H. Steel

Identification Mark E.E.R.12.2.43

Intermediate shafts, material -

Identification Marks J.B.F.5.3.43

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 -

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

N.E.M. TYPE

General Remarks (State quality of workmanship, opinions as to class, &c.) The Main Engine was built under the Special

Survey of the Society's Surveyors to the requirements of the Rules and in accordance with the approved plans.

The workmanship was good and the materials were made at an approved works and tested as required by the Rules to the satisfaction of the Society's Surveyors.

In my opinion this main engine is eligible to be classed in the Society when satisfactorily installed and tried under steam to the satisfaction of the Society's Surveyors.

Forging Reports Nos. 1435, 1511, 1473, 1983, 1654, 1264, 5165, 5321, 4844 are attached hereto

Thrust Shaft LLOYDS 2060 E.E.R.12.2.43 J.B.F.3.3.43. was examined in finished condition and found satisfactory.

The amount of First Entry Fee ... £ 30.00

Special Survey... £267.00

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ 10.00

When applied for,

When received,

TUES. 7 SEP 1943

Committee's Minute

Assigned

see minute on
Per J.B. Rpl

Jas B. Sanders
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation