

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report **30th Dec., 1942** When handed in at Local Office **30th Dec., 1942** Port of **Vancouver, B. C.**

No. in Survey held at **Vancouver, B. C.** Date, First Survey **Oct. 24th, 1942** Last Survey **Dec. 17th, 1942**

Reg. Book. **---** on the **Steel Single Screw Steamer "FORT LA TRAITE"** (Number of Visits **16**)

Built at **Vancouver, B.C.** By whom built **West Coast Shipbuilders, Ltd.** Yard No. **111** When built **1942**

Engines made at **Toronto** By whom made **John Inglis & Son** Engine No. **130** When made **1942**

Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works, Ltd.** Boiler No. **(295, 297, 299)** 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**

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 **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 **13.99"** as fitted **14 1/2"** Crank pin dia. **14 1/2"** Crank webs Mid. length breadth **---** Thickness parallel to axis **9" & 9 1/2" L.P.**

Intermediate Shafts, diameter as per Rule **13.33"** as fitted **13.5"** Thrust shaft, diameter at collars as per Rule **13.99"** as fitted **14.25"** Thickness around eye-hole **7 1/8" Pin**

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

Bronze Liners, thickness in way of bushes as per Rule **.75"** as fitted **.78125"** Thickness between bushes as per Rule **.565"** as fitted **.68"** Is the after end of the liner made watertight in the 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 **4 1/2"** 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 Main Bilge Line { 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 in Blr. Rm. 1-3" Dia. Port 1-3" Dia. Star in Pump Room 1-2" Dia. in in Eng. Rm. 1-2" Dia. in Thrust Recess. In Holds, &c. 1-4" Dia. to P.P. 1-3" Dia. P&S to Nos. 1-2-3-4 & 5 Tunnel well.**

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 fitted to steel tube through D.B. tank.** Are they fitted with Valves or Cocks **Valves**

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.**

What pipes pass through the deep tanks **Bilge Suctions. 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 **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**

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

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

SPARE GEAR. Has the spare gear required by the Rules been supplied **Yes**

State the principal additional spare gear supplied **---**

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

The foregoing is a correct description
WEST COAST SHIPBUILDERS LTD.

W. S. McLaren
General Manager

Manufacturer.



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