

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 AUG 1942

Date of writing Report 6th June 1942 When handed in at Local Office 8th June 1942 Port of Quebec, P.Q.

No. in Survey held at MONTREAL, QUE. and Quebec. Date, First Survey Sept. 18th, 1941 Last Survey April 28th 1942
 Reg. Book. (Number of Visits 66)

on the Steel Single Screw Steamer, "FORT CHAMBLY" Tons {Gross 7130.17
 Net 4256.20

Built at LEVIS, QUE. By whom built Davie Shipbuilding & Repairing Co. Ltd. Yard No. 533. When built 1942

Engines made at MONTREAL, QUE. By whom made Dominion Engineering Works Ltd. Engine No. 2 When made 1941
 P 2

Boilers made at " " By whom made Dominion Bridge Co. Ltd. Boiler No. B914 C 2 When made 1941
 S 2

Registered Horse Power 229 Owners The Gov^t of the United States of America 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 General.

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 14.07 14.00 Mid. length breadth - Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14½" Crank pin dia. 14½" Crank webs sprung Mid. length thickness - Thickness around eye-hole 6.625

Intermediate Shafts, diameter as per Rule 13.2 13.32 Thrust shaft, diameter at collars as per Rule 13.82 16.00
 as fitted 13.5 as fitted 14.25

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.075 14.80
 as fitted - 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" 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" solid
 If the liner is in more than one length—are the junctions made by fusion through the whole thickness of the liner. tight fit
 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 Yes
 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 Two-10½"x8"x22" Pumps connected to the { No. and size Three-two 4½" ram. One 10"x12"x10"
 Pumps (How driven Weir's steam driven. Main Bilge Line { How driven Two main Engine. One duplex steam.

Ballast Pumps, No. and size One-10"x12"x10" 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 E.R. Three x 3", one x 5", one x 9", BR two x 3".

In Pump Room In Holds, &c. No. 1, 2, 3, 4, 5 each one P. and one St. Deep tank P&S. One each 6", after tunnel well one 2½". Fore and after peaks on ballast range one each 4" dia.

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 P. one x 3", St. one x 5" 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, except main injection. Are they fitted with Valves or Cocks 7 valves, 2 cocks.

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 P&S. bilge lines to Holds No. 1, 2, 3. How are they protected. by bilge covering boards.

What pipes pass through the deep tanks None 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. 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. - 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 Yes

State the principal additional spare gear supplied -

The foregoing is a correct description
 Dominion Engineering Works Ltd
 per J. S. Van Batten

Manufacturer.



18, 19, 27, 30th Sept., 1, 3, 6, 9, 10, 11, 14, 17, 20, 22, 25, 29th Oct., 1, 5, 8, 10, 12, 14, 17, 19, 21, 24, 25, 27th Nov., 1, 3, 5th Dec.,

During progress of work in shops - -

1941-Oct. 28, 30. Nov. 3, 5, 22, 25. Dec. 5, 9, 10, 27, 30. 1942-Jan. 9, 13, 17, 22, 29. Feb. 5, 6, 12, 18, 25. March 5, 10, 17, 23, 30. April 6, 7, 9, 14, 18, 21, 25, 26, 28.

During erection on board vessel - - -

Total No. of visits 66.

Dates of Examination of principal parts - Cylinders 8-11-41, 30-10-41) Slides 8-11-41, 30-10-41) Covers 8-11-41, 30-10-41)
 Pistons 8-11-41) Piston Rods 5-12-41) Connecting rods 5-12-41)
 Crank shaft 5-12-41) Thrust shaft 25-11-41) Intermediate shafts One-10-7-41, One-19-7-41, One-30-8-41, Three 12-11-41)
 Tube shaft -) Screw shaft 27-10-41) Propeller 7-10-41)
 Stern tube 11-11-41) Engine and boiler seatings 25-11-41) Engines holding down bolts 29-1-42)
 Completion of fitting sea connections 21-11-42)
 Completion of pumping arrangements 27-4-42) Boilers fixed 18-12-41) Engines tried under steam 28-4-42)
 Main boiler safety valves adjusted 27-4-42) Thickness of adjusting washers PB. 3/8" & 13/32". CB. 3/8" & 13/32". St. B 3/8" & 4010 H.S.)
 Crank shaft material O H S Identification Mark 2578 H S Thrust shaft material O H S Identification Mark 25-11-41)
 Intermediate shafts, material OHS Identification Mark (see below) Tube shaft, material - - - Identification Mark)
 Screw shaft, material O H S Identification Mark 3775 H.S. Steam Pipes, material Steel Test pressure - - 660 Date of Test 27-2-42)
 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")
 General Remarks (State quality of workmanship, opinions as to class, &c.)

These ENGINES have been constructed under Special Survey and in accordance with the Approved Plans.

The materials and workmanship are good. All cylinders have been tested hydrostatically at 330, 110 and 30 lbs. per square inch respectively, and found tight under those pressures. These ENGINES have now been forwarded to DAVIE SHIPBUILDING & REPAIRING CO. LIMITED, LAUZON, LEVIS, P.Q., for installation and official trials.

The machinery of this vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation. In my opinion this vessel is eligible for record of LMC 4.42.

Intermediate Shafting: 3738 H.S. 12-11-41. 3749 H.S. 12-11-41. 3739 H.S. 12-11-42. 3733 J.S. 30-8-41. 3604 J.S. 10-7-41. 3649 J.S. 19-7-41.

fees To be chg'd in London

The amount of Entry Fee	\$ 30.00	:	When applied for,
Special	£ 400.00	:	19
Donkey Boiler Fee	£ :	:	When received,
Travelling Expenses (if any)	£ :	:	19
Exps. Inclusive			

Whidbee & H. J. Saunders
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 21 AUG 1942

Committee's Minute
 Assigned *J. D. C. L.*

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

