

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report JUNE 18th 1942 When handed in at Local Office JUNE 18th 1942 Port of VANCOUVER, B.C.

No. in Survey held at VANCOUVER, B.C. Date, First Survey FEB 13th 1942 Last Survey JUNE 13th 1942

Reg. Book. on the STEEL SINGLE SCREW STEAMER, FORT AUGUSTUS (Number of Visits 30) Tons { Gross 7133.75
Net 4291.13

Built at NORTH VANCOUVER By whom built NORTH VAN SHIP REPAIRS LTD Yard No. 102 When built 1942

Engines made at LACHINE P.Q. By whom made CANADIAN ALLIANCE CHALMERS LTD Engine No. 62 When made 1942

Boilers made at VANCOUVER B.C. By whom made DOMINION BRIDGE Co. LTD. Boiler No. 143 When made 1942

Registered Horse Power 229 Owners H.M. GOVERNMENT IN L.L.C. Port belonging to 144

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

ENGINES, &c.—Description of Engines *TRIPLE EXPANSION*
 Dia of Cylinders *24½ x 37 x 30* Length of Stroke *48* No. of Cylinders *3* No. of Cranks *3* Revs. per minute *80*
 Crank shaft, dia. of journals as per Rule *14.07* Crank pin dia. *14½* Mid. length breadth *—* Thickness parallel to axis *9.92 x 2*
 as fitted *14.4* Crank webs *—* Mid. length thickness *—* Thickness around eye-hole *6.625*
 Intermediate Shafts, diameter as per Rule *13.2* Thrust shaft, diameter at collars as per Rule *13.82*
 as fitted *13.5* as fitted *14.25*
 Tube Shafts, diameter as per Rule *—* Screw Shaft, diameter as per Rule *14.075* Is the *tube* shaft fitted with a continuous liner *—*
 as fitted *—* as fitted *15.25* as fitted *—* as fitted *—*
 Bronze Liners, thickness in way of bushes as per Rule *.76* Thickness between bushes as per Rule *.363* Is the after end of the liner made watertight in the
 as fitted *.78 x 35* 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 *NO*
 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 *NOT 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 *—*
 Propeller, dia. *18-6* Pitch *16-0* No. of Blades *4* Material *BRASS* whether Moveable *NO* 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 8 x 10½ x 12* Pumps connected to the { No. and size *(Four) ONE 10 x 12 x 10 ONE 9 x 6 x 10 Two RANKS*
 Pumps { How driven *STEAM. WHEAT SIMPLEX* Main Bilge Line { How driven *STEAM. DUPLEX STEAM DUPLEX M.E.*
 Ballast Pumps, No. and size *ONE 10 x 12 x 10 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. BERT. 1-3" DIA. STEAM IN BILGE RM. 1-3" DIA. STEAM IN ENG. RM. 1-2" DIA. 1½" THRUST ROLLERS*
 In Pump Room *1-6" DIA. BERT.* In Holds, &c. *1-4" DIA. To E.P. 1-3" DIA. P.O.S. To No. 1-2-3-4-5 Holds. 1-2½" DIA. To TUNNEL*
1-4" DIA. To A.B. TANK

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 9 Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 6 Dia. Street Side

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 CONNECTION FITTED 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 TANK 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. 1 & 2 TANK How are they protected STEEL STRAPS AND LUGS ACROSS FRAMES

What pipes pass through the deep tanks STEEL AIR PIPES TO NO. 1 & 2 TANK 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 NO

MAIN BOILERS, &c.— (Letter for record.....) 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 3-3 E MULTITUBULAR..... Working Pressure 220 LBS.....

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.....

APPROVED PLANS

PLANS. Are approved plans forwarded herewith for Shafting ~~AT ALL~~ Main Boilers..... Auxiliary Boilers..... Donkey Boilers.....

(If not state date of approval)

Superheaters APPROVED PLANS IN U.K. General Pumping Arrangements SENDING WITH Oil fuel Burning Piping Arrangements THREE CWT. 5755 3/4 H.P. RECIPROCATING
SPARE GEAR.

Has the spare gear required by the Rules been supplied YES.

State the principal additional spare gear supplied Anchor, 40 tons, 100 ft. length, 4 in. diameter, 100 ft. length, 4 in. diameter.

As per list forwarded with Venice Report. No 5718. 2/3. Fort St. James

The foregoing is a correct description

NORTH VAN SHIP REPAIRS LIMITED
Donald M Service
Manager

Manufacturer.



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Lloyd's Register
Foundation

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SEE MONTREAL REPORT N° 5604

Dates
of Survey
while
building

During progress of
work in shops --

During erection on
board vessel --

Total No. of visits 30

FEB. 13-16-19-22 MARCH 21-24-27 APRIL 11-17-22 MAY 11-15-16-18-20-21-25-29-30 JUNE 1-2-3-4-5-6-9

Dates of Examination of principal parts --- Cylinders --- Slides --- Covers ---
Pistons --- Piston Rods --- Connecting rods ---
Crank shaft --- Thrust shaft MAY 29/42 --- Intermediate shafts MAY 29/42
Tube shaft --- Screw shaft FEB 16/42 --- Propeller FEB 16/42
Stern tube FEB 15/42 --- Engine and boiler seatings FEB 22/42 --- Engines holding down bolts MAY 29/42
Completion of fitting sea connections FEB 19/42
Completion of pumping arrangements JUNE 5/42 --- Boilers fixed FEB 22/42 --- Engines tried under steam JUNE 8/42
Main boiler safety valves adjusted JUNE 5/42 --- Thickness of adjusting washers FEB 22/42 ---
Crank shaft material O.H. STEEL --- Identification Mark 3161. R.R. 13/42 --- Thrust shaft material O.H. STEEL --- Identification Mark 4008. 16-2-41
Intermediate shafts, material O.H. STEEL --- Identification Marks 3161-14/42, 3161-20/42, 3161-21/42, 3161-22/42 --- Identification Mark
Screw shaft, material O.H. STEEL --- Identification Mark 3784. 30-7-42 --- Steam Pipes, material S.D. STEEL --- Test pressure 660 lbs --- Date of Test MAY 28/42
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 1/2 FORT ALEXANDRIA V.M.R. REG. N° 5758
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special Survey of the Montreal P.Q. Surveyors and installed on board under special survey in accordance with the approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the tests required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested under full working conditions on sea trials and afterwards opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping Ltd. to insure that the terms of the specifications have been fully complied with and this work has been satisfactorily carried out. The machinery of this vessel is eligible in our opinion to be classed in the Register Book with Notation of L.M.C. 6/42 Screw Shaft, C.L. 6/42 3.S.E. Bls. 220 lbs 6/42 F.D.

Montreal fees charged in Montreal P.Q. Report N° 5604.

The amount of Entry Fee ... £ MTL. 15. 6. 1942
Special YCR. ... \$ 133. 00. :
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) \$ 20. 00. :
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI 14 AUG 1942

+ dmb 6. 42
22, C.L.



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