

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 15th 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 4352.13
 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. 140 When made 1942
 Registered Horse Power 229 Owners H.M. GOVERNMENT IN L.L.K. 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

ENGINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 80
 Dia of Cylinders 24 1/2 x 37 x 30 Length of Stroke 48 No. of Cylinders 6 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14.07 Crank pin dia. 14 1/4 Mid. length breadth shrunk Thickness parallel to axis 9.4 x 9.2 x 4.5
 as fitted 14.4 Crank webs Mid. length thickness shrunk 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 14.075 Is the screw shaft fitted with a continuous liner YES
 as fitted 12.25
 Bronze Liners, thickness in way of bushes as per Rule .76 Thickness between bushes as per Rule .68 Is the after end of the liner made watertight in the propeller boss YES
 as fitted .78 x .35 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 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 NO Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft NO
 Propeller, dia. 18-6 Pitch 16-0 No. of Blades 4 Material BRASS whether Moveable NO Total Developed Surface 217 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 8 x 10 1/2 x 12 Pumps connected to the Main Bilge Line { No. and size (Four) ONE 10 x 12 1/2 ONE 9 x 6 x 10 Two RIMS
 Pumps (How driven STEAM WATER PUMPS 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 NO 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 BILGE RM. 1-3" DIA. PORT. 1-3" DIA. STAR IN ENG. RM. 1-2" DIA. IN THRUST ROOM
 In Pump Room 1-3" DIA. PORT. In Holds, &c. 1-4" DIA. TO E.P. 1-3" DIA. PORT. NO. 1-2-3-4-5 HOLDS. 1-2 1/2" DIA. IN TUNNEL WELL
 1-4" DIA. TO A.R. 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. STEAM ENGINE
 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 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 bunker STEEL AIR PIPES TO NO. 4 BUNKER How are they protected STEEL STRONG IRON BEAMS FRAMES UNDER LINER BOARDS
 What pipes pass through the deep tanks STEEL 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 3-5 E. MURPHY BOILERS 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 —

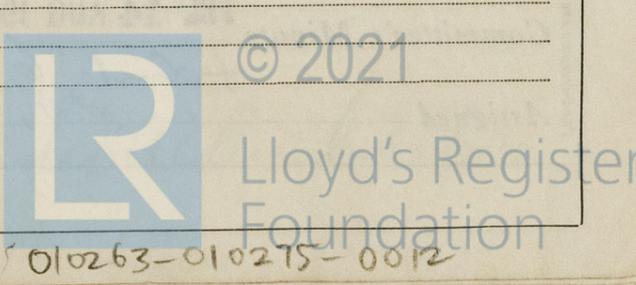
PLANS. Are approved plans forwarded herewith for Shafting APPROVED PLANS IN L.L.K. Main Boilers — Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters APPROVED PLANS IN L.L.K. General Pumping Arrangements FORWARDED WITH SAME REPORT 5755 3/4 FOR REPAIRS Oil fuel Burning 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 VANCE REPORT NO 5718, 3/4 FOR ST. JAMES

The foregoing is a correct description
 NORTH VAN SHIP REPAIRS LIMITED
 Donald M. Service
 Manager

Manufacturer.



SEE MONTREAL REPORT N° 5604

During progress of work in shops --

Dates of Survey while building

During erection on board vessel --

Total No. of visits 30

FEB. 13-16-19-22 MARCH 21-24-27 APRIL 11-17-23 MAY 11-15-16-18-20-21-25-29-30 JUNE 1-2-3-4-5-6-9

JUNE 10-11-12-13

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 5/42

Main boiler safety valves adjusted JUNE 5/42 Thickness of adjusting washers RBLR 2 1/2" CONTAINERS 2 1/2" STEEL DIA 5 1/2" - 3/4" LLOYD'S

Crank shaft material O.H. STEEL Identification Mark 3161. R.R. 13/42 Thrust shaft material O.H. STEEL Identification Mark 4028. 16-2-41

Intermediate shafts, material O.H. STEEL Identification Marks 3161-14/42 3124-7-11/42 3170-28-11/42 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. REPT. 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. : 15.6.1942

Donkey Boiler Fee ... £ ✓ : When received,

Travelling Expenses (if any) \$ 20.00. : ✓ 19

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 14 AUG 1942

Assigned + dmb, 6, 42 22, Cd.