

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 APR 1944

Date of writing Report Jan. 18th 19 44 When handed in at Local Office December 10th 19 43 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey Nov. 8, 1943. Last Survey Dec. 3, 1943

Reg. Book 6 on the Single Screw Steamer "FORT WALLACE" (Number of Visits) Constant attendance

Tons Gross 160.62  
Net 4244.65

Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 200 When built

Engines made at LACHINE, P. Q. By whom made CANADIAN ALLIS-CHALMERS LTD. Engine No. 259 When made 1943

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 628 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 76

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 14 1/2" as per Rule 14 1/2" Crank pin dia. 14 1/2" Mid. length breadth - Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter 13.53" as per Rule 13.53" as fitted 13.5" Crank webs shrunk Mid. length thickness - Thickness around eye-hole 7.125

Thrust shaft, diameter at collars 14.21" as per Rule 14.21" as fitted 14.25"

Screw Shaft, diameter 15.07" as per Rule 15.07" as fitted 15.25" Is the xxx shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes .76" as per Rule .76" as fitted .78125" Thickness between bushes .68" as per Rule .68" 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

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 -

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 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) Pumps connected to the (No. and size) Main Bilge Line (How driven)

Lubricating Oil Pumps, including Spare Pump, No. and size

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

two independent means arranged for circulating water through the

In Engine and Boiler Room

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

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

all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

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

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

that Pipes pass through the bunkers

How are they protected

that pipes pass through the deep tanks

Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

Working Pressure 250 lbs./sq. in. (Spht. 230 lbs./sq. in.)

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

the donkey boiler be used for domestic purposes only

ANS. 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.

the spare gear required by the Rules been supplied

the principal additional spare gear supplied

The foregoing is a correct description  
CANADIAN ALLIS-CHALMERS LIMITED

Per

Manufacturer.



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010378-010390-0019



Dates  
of Survey  
while  
building

During progress of  
work in shops --  
During erection on  
board vessel --  
Total No. of visits

Nov. 8, 1943 to Dec. 3, 1943 (constant attendance)

Dates of Examination of principal parts—Cylinders 23/11/43 18/11/43 Slides 23/11/43 18/11/43 Covers 23/11/43 18/11/43

Pistons 23/11/43 18/11/43 12/11/43 Piston Rods 2/12/43 Connecting rods 24/11/43

Crank shaft 3.12.43 Thrust shaft 2.12.43 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 Thickness of adjusting washers

Crank shaft material O H Steel Identification Mark LLOYD'S 1331 B.H. 3.12.43 Thrust shaft material O H Steel Identification Mark LLOYD'S 8674 B.H. 2.12.43

Intermediate shafts, material Identification Marks 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 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" & S/S "FORT CHAMBLAY"

General Remarks (State quality of workmanship, opinions as to class, &c.) This ENGINE has been constructed under Special Survey

in accordance with the Rules and Approved Plans. The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.

The ENGINE has now been shipped to VANCOUVER, B.C., for installation and official trials. It is recommended for the favourable consideration of the Committee that the record of \* L.M.C. (with date) be made in the Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.

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

The amount of Entry Fee ... \$ 30.00  
Special ... \$ 267.00  
Donkey Boiler Fee ... \$ 50.00  
Travelling Expenses (if any) \$ 13.00  
When applied for, Feb. 18. 1944  
When received, 21. 2. 44 VCR  
19

B. Hardy  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

THURS 27 APR 1944

See fe machy rpt  
Vcr. 6116



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