

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report **6th Jan. 1943** When handed in at Local Office **6th Jan. 1943** Port of **Vancouver, B. C.**
 Re-typed- **15th Sept. 1943.**
 No. in Survey held at **Vancouver, B. C.** Date, First Survey **9th December 1942** Last Survey **22nd January 1943**
 Reg. Book. (Number of Visits **27**)

--- on the **Steel Single Screw Steamer, "FORT JEMSEG"** Tons **Gross 7134.01**
Net 4244.00

Built at **Vancouver, B.C.** By whom built **Burrard Dry Dock Company Limited** (South) **153** Yard No. When built **1942**

Engines made at **Toronto, Ontario.** By whom made **John Inglis Co. Ltd.** Engine No. **135-M** When made **1942**

Boilers made at **Vancouver, B. C.** By whom made **Dominion Bridge Co. Ltd.** Boiler No. **329** When made **1942**

Registered Horse Power **229** Owners **Minister of Munitions & Supply of Canada** 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 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"** Crank pin dia. **14 1/2"** Mid. length breadth --- Thickness parallel to axis **9 9/16" L.P.**

Intermediate Shafts, diameter as per Rule **13.33"** as fitted **13.5"** Crank webs Mid. length thickness --- shrunk Thickness around eye-hole **(7 1/8" Pin)**

Tube Shafts, diameter as per Rule --- as fitted --- Thrust shaft, diameter at collars as per Rule **13.99"** as fitted **14.25"**

Bronze Liners, thickness in way of bushes as per Rule **.75"** as fitted **.78125"** Is the after end of the liner made watertight in the propeller boss **Yes**

Propeller, dia. **18'-6"** Pitch **16'-0" mean** 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 Pumps (No. and size **two 10"x7"x24"** Pumps connected to the Main Bilge Line { No. and size **Four (one) 10x12x10" (one) 9x6x10" Two Rams**

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. Starbd. in Blr. Rm; 1-3" dia. Port, 1-3" dia. Starbd. in Eng. Rm.**

In Pump Room **1-2" dia. in Thrust recess, 1-2 1/2" dia. in Tunnel Well, &c. 1-4" dia. to F.P.; 1-3" dia. P.&S. to Nos. 1-2-3-4-**

and 5 holds; 1-4" dia. to A.P.

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 **One 5" dia. starbd. 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 injection fitted to steel tube through D.B. tank** they fitted with Valves or Cocks **Yes**

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 **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 ---) Total Heating Surface of Boilers **7,140 square feet**

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 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 **Approved plans in U.K.** Main Boilers --- Auxiliary Boilers --- Donkey Boilers ---

(If not state date of approval) 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 Vcr. Report No. 5718 "FORT ST. JAMES"**

The foregoing is a correct description

Burrard Dry Dock Company, Limited

Manufacturer.

Burrard
President



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Lloyd's Register

W2720110

Foundation

Dates of Survey while building
 During progress of work in shops - - See TORONTO REPORT NO. 906.
 1942
 Dec. 9, 10, 14, 16, 17, 18, 21, 22, 23, 24, 28, 29, 30;
 During erection on board vessel - - 1943
 Jan. 2, 6, 7, 8, 11, 13, 14, 15, 17, 18, 19, 20, 22, 22.
 Total No. of visits 27

SEE TORONTO REPORT NO. 906

Dates of Examination of principal parts
 Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 7th January, 1943 Intermediate shafts 7th January, 1943
 Tube shaft Screw shaft 9th December, 1942 Propeller 9th December, 1942
 Stern tube 9th December, 1942 Engine and boiler seatings 17th December, 1942 Engines holding down bolts 11th January, 1943
 Completion of fitting sea connections 10 December, 1942
 Completion of pumping arrangements 13th Jan. 1943 Boilers fixed 23rd Dec. 1942 Engines tried under steam 13th Jan. 1943
 Main boiler safety valves adjusted 13th January 1943 Thickness of adjusting washers P. Blr. P.19/32-7/8 C.B. P.37/64-3" S.B. P.17/32"
 Crank shaft material O.H. Steel Identification Mark Lloyd's 8095 AS 30-6-42 Thrust shaft material O.H. Steel Identification Mark Lloyd's 5577 PWW 17-7-42
 Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 8840 EER 8-10-42 Thrust shaft material O.H. Steel Identification Mark Lloyd's 8673 EER 22-8-42
 Screw shaft, material O.H. Steel Identification Mark Lloyd's 5722 PWW 11-9-42 Shaft material 8654 EER 18-8-42
 Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 11th Jan/43
 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. No 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 ST. JAMES" Vcr. Rpt. No. 5718.
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey of the Toronto 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 part opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping, Ltd., to ensure 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. 1,43 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. in. F.D.

Toronto fees charged in Toronto Report No. 906.

The amount of Entry Fee ... £	:	:	When applied for, 22 nd Jan. 1943
Special (Vcr.) ... \$133.00	:	:	
Donkey Boiler Fee ... £	:	:	When received, 19
Travelling Expenses (if any) \$ 20.00	:	:	

W.C. Baillie
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 1 FEB 1944
 Assigned H.M.C. 1.43
 F.D. CL

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

