

RECEIVED
22 JAN 1944

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 28th Jan. 1943 When handed in at Local Office 28th Jan. 1943 Port of VANCOUVER, B. C.
Re-typed - 15th Sept., 1943
No. in Survey held at Vancouver, B. C. Date, First Survey 25th November 1942 Last Survey 22nd January 1943
Reg. Book. (Number of Visits 20)

-- on the Steel Single Screw Steamer, "FORT RAMPART" Tons {Gross 7134.05 Net 4243.98
Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Limited Yard No. 113 When built 1943
Engines made at Toronto, Ontario By whom made John Inglis & Sⁿ Engine No. 134 When made 1942
Boilers made at Vancouver, B.C. By whom made Vancouver Iron Works, Ltd. Boiler Nos. 326 & 328 When made 1942
Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada 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 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" as fitted 14 1/4" Crank pin dia. 14 1/4" Crank webs Mid. length breadth --- shrunk Thickness parallel to axis 9" x 1" L.P. 7 1/8" Pin 1 7/8" Journal
Intermediate Shafts, diameter as per Rule 13.33" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14.25"

Tube Shafts, diameter as per Rule --- as fitted --- Screw Shaft, diameter as per Rule 14.87" as fitted 15.25" Is the tube shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule .75" as fitted .78125" Thickness between bushes as per Rule .565" 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
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 tight 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 61"

Propeller, dia. 18'-6" Pitch 16'0" mean 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 Two-10" x 7" x 24" Pumps connected to the Bilge Line { No. and size Four (1) 10" x 12" x 10" (1) 9" x 6" x 10" (2) Rams
Pumps { How driven Steam Worthington Simplex Type in Bilge Line { How driven Duplex Steam Duplex Steam 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. Port, 1-3" dia. Starbd. in Blr. Rm., 1-3" dia. Port, 1-3" dia. Starbd. in Eng. Rm. 1-2" dia. in Thrust Recess
In Pump Room 1-2 1/2" dia. in Tunnel Well In Holds, &c. 1-4" dia. to F.P., 1-3" dia. P&S. to Nos. 1-2-3-4 & 5 Holds and 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 Are 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 bunker bilge suction. 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 S ---) Total Heating Surface of Boilers 7,140 sq. ft.
Which Boilers are fitted with Forced Draft all three Which Boilers are fitted with Superheaters all three
No. and Description of Boilers three 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 ---

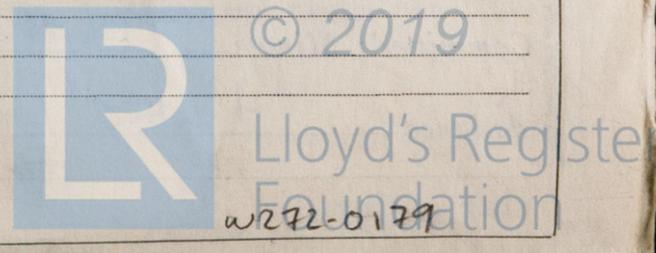
PLANS. Are approved plans forwarded herewith for Shafting Approved Main Boilers --- Auxiliary Boilers --- Donkey Boilers ---
(If not state date of approval) Plans in U.K.
Superheaters Approved Plans General Pumping Arrangements --- Oil fuel Burning Piping Arrangements ---
in U.K.

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 Vancouver Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description
WEST COAST SHIPBUILDERS LTD.

W. S. M. Lamm
General Manager

Manufacturer.



NOTE.—The words which do not apply should be deleted.
Is a Report also sent on the Hull of the Ship?
If not, state whether, and when, one will be sent?

During progress of work in shops -- See Toronto Report No. 900
 Dates of Survey while building
 During erection on board vessel -- 1942 Nov. -25,30, Dec. -5,8,10,14,17,19,21,22,28,30.
 1943 Jan. -4,8,9,12,14,19,20,22
 Total No. of visits 20

Dates of Examination of principal parts — Cylinders Slides Covers
 Pistons SEE TORONTO REPORT NO. 900 Piston Rods Connecting rods
 Crank shaft Thrust shaft January 8th, 1943 Intermediate shafts December, 22nd, 1942
 Tube shaft Screw shaft November 30th, 1942 Propeller November 30th, 1942
 Stern tube November 25th, 1942 Engine and boiler seatings December 14th, 1942 Engines holding down bol. December 19th, 1942
 Completion of fitting sea connections November 30th, 1942
 Completion of pumping arrangements January 8th, 1943 Boilers fixed Dec. 14th, 1942 Engines tried under steam January 14th, 1943
 Main boiler safety valves adjusted December 22nd, 1942 Thickness of adjusting washers P1/2 - 35/64 C31/64 - 19/32 S9/16 - 31/64
 Crank shaft material O.H. Steel Identification Mark Lloyd's 7009 A.S. Thrust shaft material O.H. Steel Identification Mark Lloyd's 8602
 Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 8745RG 31-10-42 8837RG 31-10-42 8789RG 31-10-42
 Screw shaft, material O.H. Steel Identification Mark Lloyd's 5687 PW 8779RG 31-10-42 8806RG 31-10-42 8798RG 31-10-42
 Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test Dec. 28th
 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" (Ver. 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, Limited, 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. (Spt.) 220 lbs. per square inch F.D.

Toronto fees charged in Toronto Report No. 900

The amount of Entry Fee	:	When applied for,
Special (Ver.) \$133.00	:	25th Jan. 43
Donkey Boiler Fee ... £	:	
Travelling Expenses (if any) \$ 20.00	:	When received,
	:	19

R. K. Knox
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 28 JAN 1944

+ LMC 1.43 FD CL



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