

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report Aug. 31st 1942 When handed in at Local Office Port of Toronto

No. in Survey held at Toronto, Canada Date, First Survey June 14th Last Survey July 29th 19 42

Reg. Book. on the 10,000 ton Cargo Vessel S.S. "FORT FRANKLIN" (Number of Visits 40)

Built at Vancouver, B.C. By whom built West Coast Shipbuilders Ltd. Yard No. 110 When built 1942

Engines made at Toronto By whom made John Inglis Co. Ltd. Engine No. 89 When made 1942

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Wartime Merchant Shipping Ltd. Port belonging to

Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion, Superheat to 575°F. Revs. per minute 76

Dia of Cylinders 24 1/2"x37"x70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.98" as fitted 14.25" Crank pin dia. 14.250" Crank webs Mid. length breadth 24 1/2" Thickness parallel to axis 9"H.P.M.P. 9 1/2"L.P. 7 1/8"Pin

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 13.98" as fitted 14.25"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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. 2 Diameter 4.470" Stroke 26" Can one be overhauled while the other is at work yes

Feed Pumps {No. and size Two 10"x7"x24" 4000 Imp. Galls Pumps connected to the Main Bilge Line {No. and size How driven Independent Main Bilge Line How driven

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

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 In 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

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are 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

Are 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

What Pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 Sq. Ft. (3 boilers)

Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters All three boilers

No. and Description of Boilers Three Scotch Marine Working Pressure 220 lbs. Sq. In.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

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 Lloyds Main Boilers John Heck Auxiliary Boilers Donkey Boilers

(If not state date of approval) Approval 15.11.40 per C.M.

Superheaters 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 1 set. Piston Rings & Springs for H.P.-M.P.-L.P. Pistons and H.P. Piston Valve, top & bottom. 1 set. Pads for Ahead Face of Thrust Bearing. 2. Bottom End Bolts & Nuts. 4. Top End Bolts & Nuts. 2. Main Bearing Bolts & Nuts. 6. Coupling Bolts & Nuts. 1 Bottom End Bearing (2 Halves). 2 Pairs. Top End Bearings. 1. Set Bottom End Bearing Liners. 1 Set. Metallic Packings for H.P.-M.P.-L.P. Piston Rods & Valve Spindles. 1 Set. (6) Air Pump Head Valve Discs. (Top & Bottom). 4 Pressure Glasses- 4 Springs - 4 Guide Rings - 8 Gaskets - 1 Pump Unit Complete for Lubricator. 1 Glycerine Gun. 1 (Valve & Seat for S.O.N.R. Valve) & Lift Valve on Suct. & Disch. Chests 3 Carrying Bars for Crossheads. 1 Lifting L.b. for Main Bearings. 1 Wearing Gauge for Crankshaft. (1 Set of Spanners & Wrenches as per specification).



Dates  
of Survey  
while  
building

During progress of  
work in shops - -  
1942  
During erection on  
board vessel - - -

June 14, 15, 16, 17, 18, 19, 20, 22, 23, 25, 26, 27, 29, 30

July 1, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28

Total No. of visits 40 in shops

	H.P.	M.P.		H.P.	M.P.		H.P.	M.P.
Dates of Examination of principal parts — Cylinders	3.7.42	1.7.42	Slides	24.7.42	18.7.42	Covers	3.7.42	1.7.42
Pistons	14.7.42		Piston Rods	14.7.42		Connecting rods	14.7.42	
Crank shaft	20.6.42		Thrust shaft	24.7.42		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	J.B.20.6.42		Thrust shaft material	O.H.Steel	
Intermediate shafts, material	-		Identification Marks	-		Tube shaft, material	-	
Screw shaft, material	-		Identification Mark	-		Steam Pipes, material	-	
Is an installation fitted for burning oil fuel	-		Is the flash point of the oil to be used over 150°F.	-		Test pressure	-	
Have the requirements of the Rules for the use of oil as fuel been complied with	-			-		Date of Test	-	
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 N.E.M. -TYPE

General Remarks (State quality of workmanship, opinions as to class, &c.) The Main Engine was built under the Special Survey of the Society's Surveyors to the requirements of the Rules and in accordance with the approved plans.

The workmanship was good and the materials were made at an approved works and tested as required by the Rules to the satisfaction of the Society's Surveyors.

In my opinion this Main Engine is eligible to be classed in the Society when satisfactorily installed and tried under steam to the satisfaction of the Society's Surveyors.

Forging reports Nos. 6008, 6011, 4454, 2561, 1952, 2574, 7725, 7819, 7980, 6411 attached hereto.

Thrust Shaft LLOYDS No. 7868 was examined in finished condition and found in good order.

The amount of First Entry Fee ... £ 30.00  
Special Survey ... £ 267.00  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 10.00

When applied for, 1. 12. 1942 VCR.  
When received, Rk.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE 23 FEB 1943

See Rec. No. 5845



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Foundation