

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report June 10th 1942 When handed in at Local Office June 10th 1942 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C. Date, First Survey Feb. 16, 1942 Last Survey June 12th 1942

Reg. Book. --- on the Single Screw Steel Steamer "FORT CHILCOTIN" (Number of Visits 31)

Gross Tons 7133.39
Net Tons 4257.21

Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Ltd. Yard No. 101 When built 1942

Engines made at Montreal By whom made Dominion Engineering Co. Ltd. Engine No. 10 When made 1942

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. 148, 150, & 152. When made 25-2-42
27-2-42
3-3-42

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 ---

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 80

Dia of Cylinders 24½" 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. 14½" Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.
as fitted 14½" Crank webs --- Mid. length thickness --- Thickness around eye-hole 6.625

Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"
as fitted 13.5" as fitted 14.25"

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87" Is the screw shaft fitted with a continuous line Yes
as fitted --- as fitted 15.25" as fitted ---

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565"
as fitted .78125" 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" 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 4½" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size Two 8" x 10½" x 22" Pumps connected to the Main Bilge Line { No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams
Pumps (How driven Steam - Weir Simplex type Main 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.

~~1 - 2-1/2" dia. to tunnel well~~ In Holds, &c. 1-4" Dia. to F.P. 1-3" Dia. P&S to No.1 Hold 1-3" Dia. P&S to No.2 Hold 1-3" Dia. P&S to No.3 Hold 1-3" Dia. P&S to No.4 Hold, 1-4" Dia. to A.P. Tank & 1-3" Dia. P&S to No.5 Hold.

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 Valves
fitted to steel tube through D.B. tank. Are the Overboard Discharges above or below the deep water line Below

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

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 D.B. Tanks How are they protected Steel Straps welded across frames under limber boards.

What pipes pass through the deep tanks Bilge Suctions. 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 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 Single ended multitubular Working Pressure 220 Lbs. per Sq. 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 Ver. Rpt. No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description

For WEST COAST SHIPBUILDERS LTD. W.C. Lane Manufacturer.
General Manager.



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Foundation

W275-0663

Dates of Survey while building

During progress of work in shops - - See Montreal Report No. 5587

During erection on board vessel - - Feb. 16, 17, 18, 20, 21, 23, 24 March 4, 7, 14, 26 April 7, 8, 10, 14, 16, 27
 May 4, 6, 7, 17, 21, 26, 28, 29 June 4, 5, 6, 7, 8, 12.

Total No. of visits 31

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Montreal Rpt. No. 5587 Thrust shaft May 6th, 1942. Intermediate shafts May 6th, 1942.

Tube shaft Screw shaft February 23rd, 1942 Propeller February 23rd, 1942

Stern tube February 18th, 1942 Engine and boiler seatings March 11th, 1942 Engines holding down bolts March 14th, 1942

Completion of fitting sea connections March 6th, 1942

Completion of pumping arrangements May 13th, 1942 Boilers fixed March 11th, 1942 Engines tried under steam May 28th, 1942

Main boiler safety valves adjusted May 26th, 1942 Thickness of adjusting washers Port 7/16" Centre 7/16" Star ^{bd} 7/16"

Crank shaft material O.H. Steel Identification Mark Lloyd's 2749 Thrust shaft material O.H. Steel Identification Mark Lloyd's 4001

Intermediate shafts, material O.H. Steel Identification Marks 3872 23-11-41 H.S. 3895 5-12-41 TM 9-7-41 T.M.
 3896 5-12-41 TM 3801 5-12-41 TM H.S. 28-1-42

Screw shaft, material O.H. Steel Identification Mark 3730 Steam Pipes, material S.D. Steel Test pressure 660 lbs. per sq. inch Date of Test May, 1942

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 Burrard Dry Dock Co. - S.S. "FORT ST. JAMES" Ver. Rpt. No. 5718. This is first ship of this class from West Coast Shipbuilders, Ltd.

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 Surveyor 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 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 ^{6,42} L.M.C./ Screw Shaft CL. 3 S.E. Blrs. 220 lbs. per sq. inch, F.D.

Montreal fees charged in Montreal Rep't. No. 5587.

The amount of Entry Fee	£	Special	£ \$133.00	When applied for, June 10 1942
Donkey Boiler Fee	£			
Travelling Expenses (if any)	£ \$ 20.00			When received, 19

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

FRI, 21 AUG 1942

Committee's Minute
 Assigned *[Signature]*

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

