

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

1 MAY 1944

Date of writing Report 15th March, 1944 When handed in at Local Office 15th March, 1944 Port of Vancouver, B. C.  
 No. in IN D.O. Survey held at Vancouver, B. C. Date, First Survey 9th Dec., 1943 Last Survey 8th March, 1944  
 Reg. Book --- (Number of Visits 28)

on the Steel Single Screw Steamer "FORT LA HAVE"

Tons { Gross 7165.84  
 Net 4241.88

Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 202 When built 1944  
 Engines made at Lachine, P.Q. By whom made Dominion Engineering Wks. Ltd. Engine No. 145 When made 1944  
 Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. 627 & 628 When made 1944  
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. 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 General Cargo

ENGINES, &c.—Description of Engines Triple Expansion. Superheat to 450° F. Revs. per minute 76  
 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 14.21 Crank pin dia. 14½" Crank webs Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.  
 as fitted 14½" Mid. length thickness --- Thickness around eye-hole 7½" Pin  
 Intermediate Shafts, diameter as per Rule 13.53 Thrust shaft, diameter at collars as per Rule 14.21" 7½" Journal  
 as fitted 13.5 as fitted 14.25"  
 Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 15.07" Is the tube shaft fitted with a continuous liner ---  
 as fitted --- as fitted 15.25" as fitted --- Yes  
 Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the  
 as fitted .78125 as fitted .68" 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 Continuous  
 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 12" x 8" x 24" Pumps connected to the { No. and size Four (Two) 10" x 11" x 12" Two 4½" Rams  
 Pumps (How driven Steam Worthington Simplex Main Bilge Line { How driven Duplex - Steam M.E.  
 Ballast Pumps, No. and size One- 10"x11"x12" (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 One 3" P&S, one 3" thrust recess, one 2½" tunnel well, one 3" P&S for'd.  
Cofferdam. One 2½" P&S after Cofferdam. In Holds, &c. One 3" P&S Nos. 1, 2, 3, 4 & 5 Holds, One 5" P&S Deep Tanks.

Main Water Circulating Pump Direct Bilge Suctions, No. and size (One) 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size (Two) 5" 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 As Approved.  
 Are all Sea Connections fitted direct on the skin of the ship No: To cast steel stands. 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 Welded  
 What Pipes pass through the bunkers None How are they protected ---  
 What pipes pass through the deep tanks 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 9704 sq. ft.  
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both  
 No. and Description of Boilers Two - Babcock & Wilcox W.T. Working Pressure 250 lb. (Spt. 230 lb.)

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No

Can the donkey boiler be used for domestic purposes only --- If so, is a report now forwarded? ---

PLANS. Are approved plans forwarded herewith for Shafting in U.K. Main Boilers 17-7-43 Auxiliary Boilers --- Donkey Boilers ---  
 (If not state date of approval)

Superheaters 17-7-43 General Pumping Arrangements 6-7-43 Oil fuel Burning Piping Arrangements 9-7-43

As fitted plan attached.  
 SPARE GEAR.

Is 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. 5942 - S.S. "FORT COLUMBIA"

The foregoing is a correct description  
 Burrard Dry Dock Company, Limited

*[Signature]*  
 President

Manufacturer.



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Lloyd's Register  
 Foundation

002410-002417-0133



Date of writing Report  
No. in  
Reg. Book

Built at North  
Engines made at  
Boilers made at  
Registered Horse  
Nom. Horse Power  
Trade for which

ENGINES, &  
Dia. of Cylinder

Crank shaft, dia.

Intermediate Sha

Tube Shafts, dia

Bronze Liners, &

propeller boss

If the liner does no

If two liners are fi

shaft No

Propeller, dia

Feed Pumps wor

Bilge Pumps wor

Feed (No. and

Pumps (How dr

Ballast Pumps,

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Are they each fitted

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What pipes pass th

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MAIN BOIL

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BILGE PLAT  
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SIDE PLATIN  
Strakes  
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strake in  
UPPER DE  
strake in B  
STRAKE BEL  
strake in V  
STRAKE BEL  
strake in B  
POOP SIDE P  
BRIDGE SIDE  
FOREC'TLE S  
MIDSHIP BU  
COLLISION  
AFTER PEAK  
STEEL.

During progress of work in shops - - See Montreal Report No. 6071

Dates of Survey while building

During erection on board vessel - - 1943. Dec. 9,15,18,20,22,23. 1944. Jan. 6,10,11,13,27.

1944. Feb. 3,4,5,8,9,19,23,24,25,26,29. March 1,2,4,6,7,8.

Total No. of visits 28

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Connecting rods

Crank shaft Thrust shaft 27-1-44 Intermediate shafts 27-1-44

Tube shaft Screw shaft 23-12-43 Propeller 23-12-43

Stern tube 22-12-43 Engine and boiler seatings 22-12-43 Engines holding down bolts 5-2-44

Completion of fitting sea connections 22-12-43

Completion of pumping arrangements 24-2-44 Boilers fixed 13-1-44 Engines tried under steam 23-2-44

Main boiler safety valves adjusted 23-2-44 Thickness of adjusting washers Lock nuts fitted Lloyd's 8656

Crank shaft material O.H. Steel Identification Mark 22-12-43 M.D. Thrust shaft material O.H. Steel Identification Mark 7-12-43 M.

Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 8523 J.H.N: 16-7-43 8326 J.H.N: 16-7-43 8326 J.H.N: 16-7-43

Screw shaft, material O.H. Steel Identification Mark Lloyd's 7188 E.E.B. Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test Feb. 9th 1944.

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No

Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "FORT COLUMBIA" (Vanc. Report No. 5942)

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 Surveyors and installed on board under special survey in accordance with 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 Shipbuilding, Ltd., to ensure that the terms of the specification 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 B with Notation of \*L.M.C. 3,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 3,44. Flash point above 150 F.

Certificate to be sent to

The amount of Entry Fee ... \$ : When applied for, 8th Mar., 1944

Special (Ver.) ... \$133.00

Donkey Boiler Fee ... \$ : When received, 19

Travelling Expenses (if any) \$ 20.00

Committee's Minute THURS 11 MAY 1944

Assigned + LMC 3.44

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