

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 5 FEB 1945

Date of writing Report Oct. 1st 1942 When handed in at Local Office Oct. 1st 1942 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey 3rd June, 1942 Last Survey 24th August 1942  
Reg. Book. (Number of Visits.....)

on the \_\_\_\_\_ Tons {Gross \_\_\_\_\_ Net \_\_\_\_\_  
Built at SOUTH PORTLAND, ME. By whom built TODD-BATH SHIPBUILDING COMPANY 750 Ocean Angel Yard No. \_\_\_\_\_ When built 1942

Engines made at LACHINE, P. Q. By whom made DOMINION ENGINEERING WORKS LTD Engine No. 48 When made 1942

Boilers made at \_\_\_\_\_ By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_

Registered Horse Power \_\_\_\_\_ Owners \_\_\_\_\_ 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 \_\_\_\_\_

## ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

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 1/2" L.P.  
as fitted 14 1/2" Crank webs \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ Thickness around eye-hole 7.125

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"  
as fitted \_\_\_\_\_ as fitted 15.25" Is the ~~xxx~~ screw shaft fitted with a continuous liner { Yes

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 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed {No. and size \_\_\_\_\_ Pumps connected to the {No. and size \_\_\_\_\_  
{How driven \_\_\_\_\_ Main Bilge Line {How driven \_\_\_\_\_

Ballast Pumps, No. and size \_\_\_\_\_ Lubricating Oil Pumps, including Spate 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 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 \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
(If not state date of approval)

Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

### SPARE GEAR.

Has the spare gear required by the Rules been supplied \_\_\_\_\_

State the principal additional spare gear supplied \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The foregoing is a correct description  
Dominion Engineering Works Ltd Manufacturer.  
per Allan Patten  
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3,6,12,24,30th June, 9,14,16,20,21,22,24,25,27,28th July, 1,3,6,7,8,10,11,14,17,18,19,  
 20,21,22,24th August, 1942

Dates of Survey while building  
 During progress of work in shops - -  
 During erection on board vessel - - -  
 Total No. of visits

Dates of Examination of principal parts — Cylinders 3-6-42, 28-7-42, 6-8-42 Slides 3-6-42, 28-7-42, 6-8-42, 6-8-42 Covers 3-6-42, 28-7-42, 6-8-42

Pistons 3-6-42, 28-7-42, 6-8-42 Piston Rods 24-8-42 Connecting rods 24-8-42  
 Crank shaft 24-8-42 Thrust shaft 24-8-42 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 L.R. 3883 24-8-42 H.S. Thrust shaft material O H Steel Identification Mark L.R. 5469 24-8-42 H.S.  
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test  
 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 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 TADOUSSAC" & S/S "FORT CHAMBLAY"  
 General Remarks (State quality of workmanship, opinions as to class, &c. This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved Plans. The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures. This ENGINE has now been shipped to TODD BATH SHIPBUILDING COMPANY, SOUTH PORTLAND, MAINE, for installation and official trials. It is recommended for the favourable consideration of the Committee that the record of + L.M.C. (with date) be made in the Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... /£ 30.00 : When applied for,  
 Special ... /£ 267.00 : Sept. 12 19 42  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ 36.00 : When received,  
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H. J. Saunders  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK DEC 30 1942  
 Assigned See First Entry Report



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