

Received at London Office

17 APR 1944

**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"** **Mid. length breadth --** **Thickness parallel to axis 9" & 9½" L.P.**  
as fitted **14½"** **Crank webs --** **Thrust shaft, diameter at collars** as per Rule **14.21"** **(7½" Pin**  
**Intermediate Shafts, diameter** as per Rule **13.53"** **as fitted 14.25"** **(7½" Journal**  
as fitted **13.5"**  
**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"** **{ screw } 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**  
**propeller boss Yes** **as fitted .78125"** **as fitted .68"** **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** Yes  
**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 ✓ If so, is a report now forwarded? --

Can the donkey boiler be used for domestic purposes only. -- Approved Plans

PLANS. *Are approved plans forwarded herewith for Shafing* in U.K. 17-7-43 *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.

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.5942 - S.S. "FORT COLUMBIA"

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

Manufacturer.

© 2020

Lloyd's Register  
Foundation  
03473-0137

003467-003473-0137



Dates of Survey while building  
During progress of work in shops - - See Montreal Report No. 6080  
During erection on board vessel - - 1943. Nov. 15, 17, 19, 22. Dec. 1, 15, 22, 28. 1944. Jan. 3, 8, 10, 12, 13, 14, 15, 19  
1944. Jan. 26, 27, 28, 29. Feb. 1, 3, 7, 9, 10, 11.  
Total No. of visits 27

Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft See Montreal Report No. 6080 Thrust shaft 28th Dec., 1943 Intermediate shafts 28th Dec., 1943  
Tube shaft 17th Nov., 1943 Screw shaft 19th Nov., 1943 Propeller 19th Nov., 1943  
Stern tube 17th Nov., 1943 Engine and boiler seatings 19th Nov., 1943 Engines holding down bolts 28th Dec., 1943  
Completion of fitting sea connections 19th Nov., 1943  
Completion of pumping arrangements 29th Jan., 1944 Boilers fixed 15th Dec., 1943 Engines tried under steam 28th Jan., 1944  
Main boiler safety valves adjusted 28th Jan., 1944 Thickness of adjusting washers Lock nuts fitted Lloyd's 7537 MD  
Crank shaft material O.H. Steel Identification Mark 23-11-43 Thrust shaft material O.H. Steel Identification Mark 23-11-43  
Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 8447 JHN 25-6-43 8449 JHN 25-6-43 8455 JHN 25-6-43  
Screw shaft, material O.H. Steel Identification Mark 5541 EER 28-6-43 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 1-2-44  
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 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 Book with Notation of \*L.M.C. 2,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 2,44. Flash point above 150°F.

Mtl. Fees charged in Mtl. Rpt. No. 6080  
The amount of Entry Fee ... \$ : When applied for,  
Special (Ver.) ... \$133.00 11th Feb. 1944  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$20.00 19

W.E. Baillie  
Engineer Surveyor to Lloyd's Register of Shipping.

THURS 27 APR 1944  
Committee's Minute

Assigned + LMC 2.44  
subject