

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 SEP 1942

Date of writing Report May 21st, 1942 When handed in at Local Office 19 Port of TORONTO, CANADA.

No. in Survey held at Toronto, Canada Date, First Survey Jan. 6/42 Last Survey Feb. 26, 1942

Reg. Book. on the 10,000-ton Cargo Vessel "FORT CHIPEWYAN" (Number of Visits 30) Tons {Gross
Net

Built at Vancouver, B.C. By whom built West Coast Shipbuilders Ltd. Yard No. 103 When built 1942

Engines made at Toronto By whom made John Inglis Co. Ltd. Engine No. 76 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 457 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 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 13.98" as per Rule 14.25" as fitted 14.25" Crank pin dia. 14.250" Crank webs 24½" Mid. length breadth 9"HP.MP.9½"LP. Thickness parallel to axis 7 1/8" Pin

Intermediate Shafts, diameter 13.98" as per Rule 14.25" as fitted 14.25" Thrust shaft, diameter at collars 13.98" as per Rule 14.25" 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 {No. and size Two-10"x7"x24".4000 Imp. Galls. Pumps connected to the {No. and size -

Pumps {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 - N.E.M. 6.Oct.1941.N.Yk.

PLANS. Are approved plans forwarded herewith for Shafting No.694 Main Boilers John S. Auxiliary Boilers - Donkey Boilers -

(If not state date of approval) Lloyd's approval Heck, per C.M. 15/11/40.

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 I.B. for Main Bearings. 1 Wearing Gauge for Crankshaft. (1 Set of Spanners & Wrenches as per specification).

The foregoing is a correct description

The John Inglis Company Limited

Date June 1st 1942 By J. McKelvie

Manufacturer.

003503-003512-0186

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Lloyd's Register
Foundation

During progress of
work in shops - -
1942.

*Dates
of Survey
while
building*

{ During erection on }
board vessel - - - }

Total No. of visits 30 during progress of work in shops.

| | | | | | | | | | | | |
|---|---------|------|--------|---------|---------|---------|--------|---------|--------|------|--|
| | H.P. | | | H.P. | | | | H.P. | | | |
| | 17.1.42 | M.P. | L.P. | 11.2.42 | M.P. | L.P. | | 17.1.42 | M.P. | L.P. | |
| Dates of Examination of principal parts—Cylinders | 6.1.42 | | 9.1.42 | Slides | 13.2.42 | 18.2.42 | Covers | 17.1.42 | 6.1.42 | 9.1. | |

| | | | | | |
|---------|---------|-------------|---------|-----------------|---------|
| Pistons | 16.2.42 | Piston Rods | 11.2.42 | Connecting rods | 19.2.42 |
|---------|---------|-------------|---------|-----------------|---------|

Crank shaft 17.1.42 Thrust shaft 17.1.42 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 (4220.J.S.31.10.41-4204.J.S.14.10.41) Thrust shaft material O.H.Steel Identification Mark J.B.23.2.42 Lloyds 7895.J.K.H

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..... 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 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. 1761-D, 7903, 7845, 7762, 9926, 7877, 9991, 4204, and 4208 attached hereto.

Thrust Shaft Lloyds No. 7895 was examined in finished condition and found in good order.

First

The amount of Entry Fee ... £ \$ 30.00

Special Survey ... £ 267.00

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ 10.00

When applied for,

When received,

TUE. 22 SEP 1942

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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