

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 8 NOV 1943

Date of writing Report 31st Aug., 1943 When handed in at Local Office 31st Aug., 1943 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C. Date, First Survey 11th May, 1943 Last Survey 28th August, 1943 Reg. Book. (Number of Visits 39)

on the Steel Single Screw Steamer "FORT CLATSOP" Tons {Gross 7157.37 Net 4246.03

Built at North Vancouver, BC By whom built North Van Ship Repairs, Ltd. Yard No. 128 When built 1943

Engines made at Lachine, P.Q. By whom made Canadian Allis-Chalmers Engine No. 244 When made 1943

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works Ltd. Boiler No. 493/494 When made 1943

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada Port belonging to --

Nom. Horse Power as per Rule 636 628 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 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 14.21 as fitted 14 1/4" Crank pin dia. 14 1/4" Crank webs Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P. (7 3/8" Pin (7 5/8" Journal

Intermediate Shafts, diameter as per Rule 13.33 13.53 as fitted 13.5 Thrust shaft, diameter at collars as per Rule 13.99 14.21 as fitted 14.25"

Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.87 15.07 as fitted 15.25" Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75" as fitted .78125 Thickness between bushes as per Rule .565" 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" mean 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 Pumps (No. and size Two 12" x 8" x 24" Pumps connected to the Main Bilge Line { No. and size Four (Two) 10" x 11" x 12" Two Rams How driven Steam Worthington Simplex Main Bilge Line { How driven Duplex - Steam M.E.

Ballast Pumps, No. and size (One) 10" x 11" x 12" (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) 2 1/2" Tunnel well, (One) 3" P&S

6 Pump Rooms For'd. & Aft Cofferdams In Holds, & (One) 3" P&S Nos. 1, 2, 3, 4 & 5 Holds, (One) 4" P&S No. 1 & No. 2 Deep Tanks, (One) 6" P&S No. 3 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 Yes. Main injection are they fitted with Valves or Cocks Yes fitted to steel tube through D.B.

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 Yes

What Pipes pass through the bunkers None How are they protected --

What pipes pass through the deep tanks Bilge, ballast & 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 lbs. per sq. inch (Sp. 230.06)

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 Shaping 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

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

Donald M. Devore

Manufacturer.

NORTH VAN SHIP REPAIRS LIMITED.



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Lloyd's Register Foundation

004477-004480-0229

Dates of Survey while building
 During progress of work in shops - - See Montreal Report No. 5910
 During erection on board vessel - - - 1943. May 11, 12. June 4, 7, 9, 10, 13, 16, 26, 28.
July 9, 10, 24, 28, 30, 31. Aug. 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28.
 Total No. of visits 39

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____
 Pistons _____ Piston Rods _____ Connecting rods _____
 Crank shaft _____ Thrust shaft 30-7-43 Intermediate shafts 4-8-43
 Tube shaft _____ Screw shaft 13-6-43 Propeller 16-6-43
 Stern tube 13-6-43 Engine and boiler seatings 28-6-43 Engines holding down bolts 28-7-43

Completion of fitting sea connections 26-6-43
 Completion of pumping arrangements 23-8-43 Boilers fixed 6-7-43 Engines tried under steam 16-8-43
 Main boiler safety valves adjusted 16-8-43 Thickness of adjusting washers Port Blrs. 8496 Star Blr. 8212
 Crank shaft material O.H. Steel Lloyd's 8288 Identification Mark 22-6-43 HGS Thrust shaft material O.H. Steel Lloyd's 3587 Identification Mark 22-6-43 HGS
 Intermediate shafts, material O.H. Steel Lloyd's 3904 3-4-43 EBR 3545 9-3-43 EBR 8182 8-4-43 PWW
 Screw shaft, material O.H. Steel Lloyd's 3496 4-3-43 EBR 3667 20-3-43 EBR 8186 8-4-43 PWW
 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 12-8-43

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" (Ver. Rpt. 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 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 *L.M.C. 8,43 Screw Shaft C.L. 2 - W.T. Blrs. (Spt.) 250 lbs. per sq. inch F.D. Fitted for oil fuel 8,43 Flash point above 150°F.

Montreal fees charged in Montreal Report No. 5910

The amount of Entry Fee ... £ :
 Special (Ver.) ... £ \$133.00 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ \$ 20.00 :

When applied for, 31st Aug. 1943
 When received, 19

W. B. Baillie & D. J. Archibald (Acting)
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUES. 21 DEC 1943
 Assigned + LMC 8.43

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

