

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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Date of writing Report 2nd July 1943 When handed in at Local Office 1st July 1943 Port of Montreal
 No. in Survey held at Montreal, P.Q. Date, First Survey 22nd April Last Survey 22nd June 1943
 Reg. Book. S. S. "FORT CLATSOP" (Number of Visits 32) Tons Gross 7157.37
on the S. S. "FORT CLATSOP" Net 4246.03
 Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 128 When built 1943
 Engines made at Laachine, P.Q. By whom made Canadian Allis-Chalmers Limited Engine No. 244 When made 1943
 Boilers made at Laachine, P.Q. By whom made Canadian Allis-Chalmers Limited Boiler No. 244 When made 1943
 Registered Horse Power 504 Owners Canadian Allis-Chalmers Limited Port belonging to Canada
 Nom. Horse Power as per Rule 504 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 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 13.99" as per Rule 14.21 Crank pin dia. 14 1/2" Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/2" Mid. length thickness --- shrunk Thickness around eye-hole 7.125"
 Intermediate Shafts, diameter 13.33" as per Rule 13.53 Thrust shaft, diameter at collars 13.99" as per Rule 14.21
as fitted 13.5" as fitted 14.25"
 Tube Shafts, diameter --- as per Rule --- Screw Shaft, diameter 14.87" as per Rule 15.07
as fitted --- as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes .75" as per Rule .565" Thickness between bushes .68" 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 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 Yes
 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 Main Bilge Line { No. and size ---
 Pumps (How driven --- 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 Holds, &c. ---
 In Pump Room ---

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 Three Single Ended Multitubular Working Pressure 220 Lbs./Sq. In.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? NoIf 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)

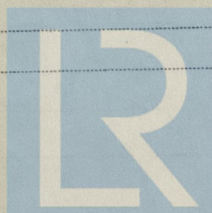
Superheaters --- General Pumping Arrangements --- Oil fuel Burning Piping Arrangements ---

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
 CANADIAN ALLIS-CHALMERS LIMITED,
 PER: L. B. Brady

Manufacturer.



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004477-004480-0230

Dates of Survey while building
During progress of work in shops - 22, 27, 28, 29, 30, April. 3, 4, 6, 12, 14, 15, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, May.
During erection on board vessel - 1, 3, 4, 7, 8, 11, 14, 16, 17, 21, 22, June.
Total No. of visits

Dates of Examination of principal parts - Cylinders 12.6.43, 8.6.43, 5.6.43 Slides 12.6.43, 8.6.43, 5.6.43 Covers 12.6.43, 8.6.43, 5.6.43
Pistons 12.6.43, 8.6.43, 5.6.43 Piston Rods 22.6.43 Connecting rods 1.6.43
Crank shaft 22.6.43 Thrust shaft 22-6-43 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 8288
Crank shaft material O.H. Steel Identification Mark HGS.22.6.43 Thrust shaft material O.H. Steel Identification Mark 3587 HGS.22.6.43
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" & "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 Vancouver, B.C., 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 : Aug 4, 1943
Donkey Boiler Fee ... \$: 31.8.43
Travelling Expenses (if any) \$ 6.00 :
19

H. J. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 21 DEC 1943

Committee's Minute

Assigned

See for marks, etc.

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