

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 8 NOV 1943

Date of writing Report 2nd July 43 When handed in at Local Office 1st July 43 Port of Montreal
 No. in Survey held at Montreal, P.Q. Date, First Survey 22nd April Last Survey 22nd June 19 43
 Reg. Book. S. S. "FORT CLATSOP" (Number of Visits 32) Tons Gross 7157.37
Net 4246.03
 Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 128 When built
Canadian Allis-Chalmers Limited
 Engines made at Laohine, P.Q. By whom made Limited Engine No. 244 When made 1943
 Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
 Registered Horse Power _____ Owners _____ Port belonging to _____
 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 _____

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" ^{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 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 --- Screw Shaft, diameter as per Rule 14.87" ^{15.07} Is the screw shaft fitted with a continuous liner Yes
 as fitted --- as fitted 15.25" as per Rule .75" as per Rule .565"
 Bronze Liners, thickness in way of bushes as fitted .78125" Thickness between bushes 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 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 ---
 Feed (No. and size _____) Pumps connected to the Main Bilge Line (No. and size _____) 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 _____

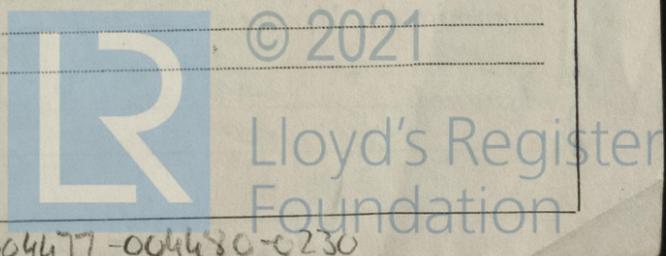
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 Square Feet
 Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three
 No. and Description of Boilers Three Single Ended Multitubular Working Pressure 220 Lbs./Sq. In.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? 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
 CANADIAN ALLIS-CHALMERS LIMITED,
 PER: L. B. Brady Manufacturer.



004677-004680-0230

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.
 1, 3, 4, 7, 8, 11, 14, 16, 17, 21, 22, June.

During erection on board vessel - - - }

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 HGS.22.6.43 3587

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.

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

The amount of Entry Fee	\$ 30.00	: } When applied for, Aug 4, 1943 When received, 31.8.43 19
Special	\$ 269.00	
Donkey Boiler Fee	\$ 0.00	
Travelling Expenses (if any)	\$ 6.00	

RR
VCR

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

TUES. 21 DEC 1943

Committee's Minute
Assigned See fe made rpl. Ver. 1955.