

pt. 4.

No. *M.W.R. 6135*

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **26 OCT 1944**

Date of writing Report **April 22, 1944** When handed in at Local Office **March 21, 1944** Port of **Montreal, Que.**

Survey held at **Montreal, Que.** Date, First Survey **Feb. 18, 1944** Last Survey **March 16, 1944**

on the **Single Screw Steamer "FORT ALABAMA"** (Number of Visits) **Constant attendance**
Tons } Gross **7201.75**
 } Net **4006.91**

built at **North Vancouver, BC** By whom built **Burrard Dry Dock Co. Ltd.** Yard No. **2211** When built

engines made at **LACHINE, QUE.** By whom made **CANADIAN ALLIS-CHALMERS LIMITED** Engine No. **366** When made **1944**

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule **628** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

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** **9" & 9 1/2"**

Crank shaft, dia. of journals as per Rule **14.21"** for 230lb Crank pin dia. **14 1/2"** Crank webs Mid. length breadth **-** Thickness parallel to axis **on L.P.**

Intermediate Shafts, diameter as per Rule **13.53"** for 230lb as fitted **13.5"** Thrust shaft, diameter at collars as per Rule **14.21"** as fitted **14.25"** Thickness around eye-hole **7 1/8" & 7 5/8"**

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

Bronze Liners, thickness in way of bushes as per Rule **.76"** Thickness between bushes as per Rule **.57"** as fitted **.78125"** as fitted **.68125"** 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 **-**

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 {No. and size

From Feb. 18, 1944 to March 16, 1944 (Constant attendance)

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts - Cylinders 7.3.44 1.3.44 3.3.44 Slides 7.3.44 1.3.44 3.3.44 Covers 7.3.44 1.3.44 3.3.44
Pistons 7.3.44 3.3.44 1.3.44 Piston Rods 16.3.44 Connecting rods 2.3.44
Crank shaft 16.3.44 Thrust shaft 16.3.44 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 LLOYD'S No. 2526 B.H. 16.3.44 Thrust shaft material O.H. Steel Identification Mark LLOYD'S No. 2526 B.H. 16.3.44
Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material Identification Mark
Screw shaft, material O.H. Steel 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
General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey and in conformity with the Society's Rules and Regulations and Secretary's letters.

The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans.

The materials and workmanship are good and the H.P., M.P. and L.P. Cylinders were hydrostatically tested to 330, 110 and 30 lbs. pressure per square inch respectively and found sound and tight at 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 trials.

The amount of Entry Fee ... \$ 30.00
Special ... \$ 267.00
Donkey Boiler Fee ... \$
Travelling Expenses (if any) \$ 12.50
When applied for, 15 May 44
When received, 23.8.44 YCR
RB

B Hardy
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3 NOV 1944
Assigned see minute on J.E. Rpt.

