

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 JUL 1943

of writing Report 7th April 1943 When handed in at Local Office 28th March 1943 Part of Montreal, P.Q.

in Survey held at Montreal, P.Q. Date, First Survey 21st Dec. 1942 Last Survey 2nd March 1943
Book. (Number of Visits 29)

on the S. S. "FORT CARIBOU" Tons Gross 7131.92 Net 4244.83

at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd., Yard No. 171 When built

ines made at Lachine, Que. By whom made Canadian Allis-Chalmers Limited. Engine No. 235 When made 1943

lers made at By whom made Boiler No. When made

istered Horse Power Owners Port belonging to

m. Horse Power as per Rule 504 505 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ide for which Vessel is intended

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

a of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals as per Rule 13.99" Crank pin dia. 14 1/2" Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.

as fitted 14 1/2" Crank webs --- Mid. length thickness --- Thickness around eye-hole 7.125" 7.625"

ermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"

as fitted 13.5" as fitted 14.25"

be Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87"

as fitted --- as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes

onze Liners, thickness in way of bushes as per Rule .75" as per Rule .565"

as fitted .78125" Thickness between bushes as fitted .68" Is the after end of the liner made watertight in the

opeller 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

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

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

ft. No If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 61"

opeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.

ed Pumps worked from the Main Engines, No. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---

lge 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

eed (No. and size) Pumps connected to the Main Bilge Line No. and size How driven

Mont pumps (How driven) Lubricating Oil Pumps, including Spare Pump, No. and size

New ullast Pumps, No. and size Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

ve two independent means arranged for circulating water through the Oil Cooler

ship lge Pumps;—In Engine and Boiler Room Pump Room In Holds, &c.

ain Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

o. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

ve 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

re all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

re 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

re 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

hat Pipes pass through the bunkers How are they protected

hat pipes pass through the deep tanks Have they been tested as per Rule

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

ompartment 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 3 Single Ended Multitubular Working Pressure 220 lbs./ Square Inch

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)

uperheaters 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

Manufacturer.



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004646-004652-0001

Dates of Survey while building
During progress of work in shops - - 21, 24, 29, 31, December. 4, 6, 8, 9, 11, 15, 18, 20, 22, 25, 27, 28, January. 1, 2, 3, 8, 10, 11, 15, 18, 22, 24, 26, February. 2, March 1943.
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts - Cylinders 15.2.43 11.2.43, 9.2.43 Slides 15.2.43 11.2.43, 9.2.43 Covers 15.2.43 11.2.43, 9.2.43
Pistons 15.2.43 11.2.43, 9.2.43 Piston Rods 26.2.43 Connecting rods 26.2.43
Crank shaft 2.3.43 Thrust shaft 26.2.43 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

Crank shaft material O.H. Steel Identification Mark HGS.2.3.43 Thrust shaft material O.H. Steel Identification Mark HGS.26.

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 SS "FORT TADOUSSAC" & "FORT CHA

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 pressure

This ENGINE has been fitted with Cast Steel Connecting Rods.

The 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 amount of Entry Fee ... \$ 30.00
Special ... \$ 267.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) \$ 9.00
When applied for, 6.5.43
When received, 19

Committee's Minute TUES. 17 AUG 1943

Assigned

See minute on Ver FB Rpt.

H. G. Saunders / JGR
Engineer Surveyor to Lloyd's Register of Shipping



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