

Rpt. 4.

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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 7th, April 1943 When handed in at Local Office 28th, March 1943 Port of Montreal, P.Q.
No. in Survey held at Montreal, P.Q. Date, First Survey 8th, Jan. 1943 Last Survey 22nd, March 1943
Reg. Book. on the S. S. "FORT CUMBERLAND" (Number of Visits 30) Tons 7133.61 Gross 4243.79 Net
Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 172 When built
Lachine, P.Q. By whom made Canadian Allis-Chalmers Limited. Engine No. 237 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" Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs shrunk Thickness around eye-hole 7.125"
Intermediate Shafts, diameter as per Rule 13.33" Mid. length thickness --- as per Rule 13.99"
as fitted 13.5" Thrust shaft, diameter at collars as fitted 14.25"
Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87" Is the screw shaft fitted with a continuous liner Yes
as fitted --- as fitted 15.25" as per Rule .565" Is the after end of the liner made watertight in the
Bronze Liners, thickness in way of bushes as fitted .78125" Thickness between bushes 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 ---
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 Pump Room In Holds, &c.

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 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 ---

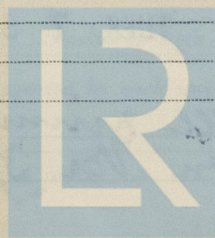
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

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

Manufacturer.



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8,9,11,
15,18,20,22,25,27,28, January. 1,2,3,6,8,10,11,15,18,22,24,26, February.

Dates of Survey while building
During progress of work in shops - - 2,4,5,9,11,15,19,22, March 1943.
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 11.3.43 9.3.43, 5.3.43 Slides 11.3.43 9.3.43, 5.3.43 Covers 11.3.43 9.3.43, 5.3.43
Pistons 11.3.43 9.3.43, 5.3.43. Piston Rods 22.3.43 Connecting rods 16.3.43
Crank shaft 22.3.43 Thrust shaft 22.3.43 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 1694
Crank shaft material O.H. Steel Identification Mark HS. 22.3.43 Thrust shaft material O.H. Steel Identification Mark HS. 22.3.43
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 SS "FORT TADOUSSAC" & "FORT CHAMBLY"
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 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 Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... \$ 30.00 :
Special ... \$ 267.00 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) \$ 10.00 :
When applied for, 25-5-43
When received, 19

H.G. Saunders per A.L.H.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 7 SEP 1943

Assigned all minute on Ver. J.S. Rpl.



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