

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report April 14th, 1943 When handed in at Local Office April 14th, 1943 Port of Vancouver, B. C.No. in Survey held at Vancouver, B. C. Date, First Survey Feb. 8th, 1943 Last Survey April 5th, 1943
Reg. Book.-- on the Steel Single Screw Steamer "FORT CONNOLLY" (Number of Visits 32) Tons {Gross 7132.78
Net 4243.97Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 170 When built 1943Engines made at Montreal, P.Q. By whom made Dominion Engineering Wks. Engine No. 78 When made 1943Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 388 When made 1943Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging toNom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YesTrade for which Vessel is intended General CargoENGINES, &c.—Description of Engines Triple Expansion. Superheat to 575°F. Revs. per minute 80Dia of Cylinders 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3Crank shaft, dia. of journals as per Rule 13.99" Crank pin dia. 14-1/4" Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.as fitted 14½" Crank webs -- Mid. length thickness -- Thickness around eye-hole (7½" PinIntermediate Shafts, diameter as per Rule 13.33" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14.25" Thickness around eye-hole (7½" JournalTube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.87" as fitted 15.25" Is the tube shaft fitted with a continuous liner YesBronze Liners, thickness in way of bushes as per Rule .75" as fitted .78125" Thickness between bushes as per Rule .565" as fitted .68" Is the after end of the liner made watertight in thepropeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner SolidIf 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 fitIf 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 tubeshaft 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 YesFeed {No. and size Two (10"x7"x24") Pumps connected to the {No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two RamsPumps {How driven Steam Worthington Simplex Main Bilge Line {How driven Duplex Steam Duplex Steam M.E.Ballast Pumps, No. and size (One) 10"x12"x10" (Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size NoneAre two independent means arranged for circulating water through the Oil Cooler -- Suctions, connected to both Main Bilge Pumps and AuxiliaryBilge Pumps;—In Engine and Boiler Room 1-3" Dia. Port, 1-3" Dia. Star in Blr. Rm., 1-3" Dia. Port, 1-3" Dia. Star inin Engine Room; 1-2" Dia. in Thrust Recess. 1-4" Dia. to F.P., 1-3" Dia.P&S to Nos. 1-2-3-4 & 5 holds, 1-4" Dia. to A.P.Main Water Circulating Pump Direct Bilge Suctions, No. and size (One) 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,No. and size (One) 5" Dia. Star side Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YesAre 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 YesAre all Sea Connections fitted direct on the skin of the ship Yes. Main Injection fitted to steel tube through D.B. tank. YesAre they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line YesAre they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate YesWhat Pipes pass through the bunkers Steel air pipes to No. 4 D.B. tanks How are they protected Steel straps welded across framesWhat pipes pass through the deep tank No. 7 D.B. Air Pipes Have they been tested as per Rule YesAre all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from --MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 sq. ft.Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All ThreeNo. and Description of Boilers 3 Single ended Multitubular Working Pressure 220 lbs. per sq. inchIS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS 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 Approved Plans Main Boilers U.K. Auxiliary Boilers Donkey BoilersSuperheaters Approved Plans in U.K. General Pumping Arrangements U.K. Oil fuel Burning Piping Arrangements U.K.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

As per List forwarded with Vancouver Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description
Burrard Dry Dock Company, Limited

Manufacturer.



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Dates of Survey while building
During progress of work in shops - - See Montreal Report No. 5824
During erection on board vessel - - 1943. Feb. 8, 11, 12, 15, 20, 23, 25, 26.
Mar. 1, 3, 4, 5, 6, 9, 12, 15, 16, 17, 19, 22, 23, 24, 27, 28, 29, 30, 31.
Apr. 1, 2, 3, 4, 5,
Total No. of visits 32

Dates of Examination of principal parts — Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft See Montreal Report No. 5824 Thrust shaft March 19th, 1943 Intermediate shafts March 19th, 1943
Tube shaft Screw shaft Feb. 11th, 1943 Propeller Feb. 12th, 1943
Stern tube Feb. 11th, 1943 Engine and boiler seatings Feb. 12th, 1943 Engines holding down bolts March 19th, 1943
Completion of fitting sea connections February 11th, 1943
Completion of pumping arrangements March 23, 1943 Boilers fixed March 16th, 1943 Engines tried under steam March 28th, 1943
Main boiler safety valves adjusted March 27th, 1943 Thickness of adjusting washers P.Br.S. 13/16 P.35/64 25/32 S.Br.S. 19/32 23/32
Crank shaft material O.H. Steel Identification Mark Lloyd's 3913 H.S. 1-2-43 Thrust shaft material O.H. Steel Identification Mark Lloyd's 1142 H.S. 18-12-29-1-
Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 5685 PW 28-8-42 8742 EER 26-9-42 5671 PW 21-8-42
Screw shaft, material O.H. Steel Identification Mark Lloyd's 8342 AS 7-8-42 5678 PW 28-8-42 5668 PW 21-8-42
Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test Mar. 19/43
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 No 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 ST. JAMES" (Ver. Report No. 5718)
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been constructed under Special Survey of the Montreal Surveyors and installed on board under Special Survey in accordance with the approved plans New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the tests required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested under full working conditions on sea trials and afterwards part opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping, Ltd., to ensure that the terms of the specifications have been fully complied with and this work has been satisfactorily carried out.

The machinery of this Vessel is eligible in our opinion to be classed in the Register Book with Notation of *L.M.C. 4,43 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

Montreal fees charged in Montreal Report No. 5824

The amount of Entry Fee ... £ : : When applied for,
Special (Ver.) ... £ \$133.00 : : 6th April, 1943
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ \$ 20.00 : :
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W.B. Laillie
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 4 JUN 1943

Assigned + LMC H 43
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