

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report Dec. 15th 1942 When handed in at Local Office Dec. 15th 1942 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey 26th August Last Survey 6th November 1942  
Reg. Book. on the S. S. "FORT DREW" (Number of Visits 33)

Built at VANCOUVER, B.C. By whom built NORTH VAN SHIP REPAIRS LIMITED Yard No. 115 When built 1942

Engines made at LACHINE, P. Q. By whom made CANADIAN ALLIS-CHALMERS LIMITED Engine No. 119 When made 1942

Boilers made at \_\_\_\_\_ By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_

Registered Horse Power \_\_\_\_\_ Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_  
Nom. Horse Power as per Rule 504 509 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" Crank pin dia. 14 1/4" Crank webs Mid. length breadth \_\_\_\_\_ Thickness parallel to axis 9" & 9 1/2" L.P.  
as fitted 14 1/4" Mid. length thickness \_\_\_\_\_ Thickness around eye-hole 7.125  
Intermediate 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"

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"

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565"  
as fitted .78125" 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 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 Pumps (How driven) \_\_\_\_\_ 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 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. per square inch -

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? \_\_\_\_\_

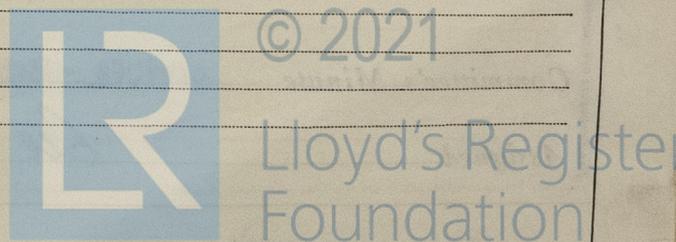
Can the donkey boiler be used for domestic purposes only \_\_\_\_\_

**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.



Dates of Survey while building:
 

- During progress of work in shops: 26, 27, 29, 31 August, 5, 8, 9, 11, 15, 18, 21, 22, 23, 24, 28, 30th September, 2, 6, 7, 9, 13, 14, 16, 17, 19, 20, 21, 23, 26, 30th October, 2, 4, 6, November, 1942
- During erection on board vessel: - - -

 Total No. of visits: - - -

Dates of Examination of principal parts:
 

- Cylinders: 7-10-42, 20-10-42, 23-10-42
- Slides: 7-10-42, 20-10-42, 23-10-42
- Covers: 7-10-42, 20-10-42, 23-10-42
- Pistons: 7-10-42, 20-10-42, 23-10-42
- Piston Rods: 30-10-42
- Connecting rods: 28-10-42
- Crank shaft: 6-11-42
- Thrust shaft: 30-10-42
- 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: L.R. 5056 H.S. 6.11.42  
 Thrust shaft material: O H Steel Identification Mark: L.R. 8608 H.S. 30.10.42  
 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" & S/S "FORT CHAMBLEY"

**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 Messrs. NORTH VAN SHIP REPAIRS LIMITED, 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,
Special	... /£	267.00	:	Jan. 5 1943
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	/£	15.85	:	19

29/12/42  
 VCR.  
 Hly Saunders  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute: TUES. 2 MAR 1943  
 Assigned: All Ver. 78 5859

