

Rpt. 4.
Rpt. 4

MONTREAL REPORT
No. 5778

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. 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 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 13.99" as per Rule 14 1/4" as fitted 14 1/4" Crank pin dia. 14 1/4" Crank webs --- Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.
Intermediate Shafts, diameter 13.33" as per Rule 13.5" as fitted 13.5" Thrust shaft, diameter at collars 13.99" as per Rule 14.25" as fitted 14.25"
Tube Shafts, diameter --- as per Rule --- as fitted --- Screw Shaft, diameter 14.87" as per Rule 15.25" as fitted 15.25" Is the --- shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes .75" as per Rule .78125" as fitted .78125" Thickness between bushes .565" as per Rule .68" 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
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. 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 ---

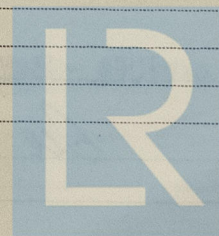
SPARE GEAR.

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.



© 2021

Lloyd's Register
Foundation

008417-008427-0155

Dates
of Survey
while
building

During progress of
work in shops - -
During erection on
board vessel - - -
Total No. of visits

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

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 0 H Steel Identification Mark L.R.5056 H.S.6.11.42 Thrust shaft material 0 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 CHAMELY

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.

The amount of Entry Fee ... /£ 30.00 : When applied for,
Special ... /£ 267.00 : Jan. 5 1943
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) /£ 15.85 : When received, 19

29/12/42
VCR.
RB.

H. J. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 2 MAR 1943

Assigned

See Ver. JE 5859



© 2021

Lloyd's Register
Foundation