

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 JUN 1942

Date of writing Report Jan. 24th 1942 When handed in at Local Office Jan. 24th 1942 Port of MONTREAL, QUE.  
 No. in Survey held at MONTREAL, QUE. Date, First Survey Nov. 14th, 1941 Last Survey 19th January 1942  
 Reg. Book. on the SS "FORT FRASER" (Number of Visits 24)  
 Built at By whom built BURRARD DRYDOCK COMPANY LIMITED Yard No. 136 Tons Gross Net  
 Engines made at Montreal, Que. By whom made Dominion Engineering Works Ltd Engine No. 9 When made 1941  
 Boilers made at By whom made Boiler No. When made  
 Registered Horse Power. Owners Port belonging to  
 Nom. Horse Power as per Rule 504 505 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  $24\frac{1}{2} \times 37 \times 70$  Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 14.07 14.00 Mid. length breadth — Thickness parallel to axis 9" & 9½" L.P.  
 as fitted 14½" Crank pin dia. 14½" Crank webs shrunk Mid. length thickness — Thickness around eye-hole 6.625  
 Intermediate Shafts, diameter as per Rule 13.2 13.32 Thrust shaft, diameter at collars as per Rule 13.82 14.00  
 as fitted 13.5 as fitted 14.25  
 Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 14.075 14.86  
 as fitted — as fitted 15.25 Is the {tube} 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 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 4½" Stroke 26" Can one be overhauled while the other is at work Yes  
 Feed {No. and size Pumps connected to the {No. and size  
 Pumps {How driven Main Bilge Line {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 Yes 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

Dominion Engineering Works, Limited Manufacturer.

per H. A. Van Pelt



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Dates of Survey while building  
During progress of work in shops - 14, 17, 18, 19, 24, 27th Nov., 1941, - 1, 3, 4, 9, 10, 16, 19, 22, 24, 27, 30th Dec. 1941, 3, 6, 7, 9, 13, 16, 19th Jan. 1942  
During erection on board vessel -  
Total No. of visits

Dates of Examination of principal parts - Cylinders 16/12/41 3/12/41, 8/12/41 Slides 16/12/41, 3/12/41, 8/12/41 Covers 16/12/41, 3/12/41, 8/12/41  
Pistons 16/12/41, 3/12/41, 8/12/41 Piston Rods 19/1/42, 19/1/42, 19/1/42 Connecting rods 19/1/42, 19/1/42, 19/1/42  
Crank shaft 19 - 1 - 42 Thrust shaft 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 S Identification Mark 2748 Thrust shaft material Identification Mark HS 19-1-42  
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" and "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 now been shipped to BURNARD DRYDOCK COMPANY LIMITED, VANCOUVER, B.C., for installation and Official trial. 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 :  
Special ... £ 267.00 :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 20.00 :  
When applied for, 28.4 1942  
When received, 19

W. L. Liddell & H. J. Saunders  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 23 JUN 1942

Committee's Minute

Assigned

See Tr. 26. 5742



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