

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 OCT 1942

Date of writing Report **July 29th 1942** When handed in at Local Office **July 29th 1942** Port of **Vancouver, B. C.**

No. in Survey held at **Vancouver, B. C.** Date, First Survey **June 5th, 1942** Last Survey **July 29th 1942**

Reg. Book. (Number of Visits. **28**)

-- on the **Steel Single Screw Steamer "FORT PITT"** Tons {Gross **7133.04**  
Net **4256.69**

Built at **North Vancouver, B.C.** By whom built **Burrard Dry Dock Co. Ltd.** Yard No. **143** When built **1942**

Engines made at **Montreal, P.Q.** By whom made **Dominion Engineering Works** Engine No. **25** When made **1942**

Boilers made at **Vancouver, B. C.** By whom made **Dominion Bridge Co. Ltd.** Boiler Nos. **198** When made **1942**

Registered Horse Power **229** Owners **His Majesty's Government in the United Kingdom.** 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 **80**

Dia of Cylinders **24½" x 37" x 70"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals **13.99"** Crank pin dia. **14½"** Crank webs **shrunk** Thickness parallel to axis **9" & 9½" L.P.**

Intermediate Shafts, diameter **13.33"** Thrust shaft, diameter at collars **13.99"** Thickness around eye-hole **7½" Pin**

Tube Shafts, diameter **14½"** as per Rule **13.33"** as fitted **13.5"** as per Rule **14.87"** as fitted **15.25"** Is the {tube} shaft fitted with a continuous liner { **Yes**

Bronze Liners, thickness in way of bushes **.75"** Thickness between bushes **.565"** 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 **No** 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 **Two 8" x 10½" x 22"** Pumps connected to the {No. and size **Four (One) 10" x 12" x 10"** (One) **9" x 6" x 10"** Two Rams

Pumps {How driven **Steam Weir Simplex type** Main Bilge Line {How driven **Duplex Steam** **Duplex Steam** **M.E.**

Ballast Pumps, No. and size **(One) 10" x 12" x 10" (Duplex)** Lubricating Oil Pumps, including Spare Pump, No. and size **None**

Are two independent means arranged for circulating water through the Oil Cooler **ba** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **1-3" Dia. Port 1-3" Dia. Star** in Elr. Rm. **1-3" Dia. Port 1-3" Dia. Star** in Eng. Rm. **1-2" Dia. in**

In Pump Room **1-2½" Dia. in Tunnel well** In Holds, &c. **1-4" Dia. to F.P. 1-3" Dia. P&S to Nos.** Thrust Recess.

**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 **Yes**

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 **Yes**

Are all Sea Connections fitted direct on the skin of the ship **Yes, Main Injection** through D.B. Tank they fitted with Valves or Cocks **Valves**

Are 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 **Below**

Are 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 **Yes**

What Pipes pass through the bunkers **Steel Air Pipes to No. 4 D.B. Tanks** How are they protected **Steel Straps welded across frames**

What pipes pass through the deep tanks **Bilge Suctions No. 7 D.B. Air Pipes** Have they been tested as per Rule **Yes** under Limber Beards.

Are 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 Three**

No. and Description of Boilers **3 Single ended Multitubular** Working Pressure **220 lbs. per Sq. 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 **Approved Plans in U.K.** Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters **Approved Plans in U.K.** General Pumping Arrangements Oil fuel Burning Piping Arrangements

## 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 Vancr. Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description

Burrard Dry Dock Company, Limited

Manufacturer.



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008641-008647-0009



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