

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30th Dec., 1942 When handed in at Local Office 30th Dec., 1942 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C.
Reg. Book.

Date, First Survey Oct. 24th, 1942 Last Survey Dec. 17th, 1942

on the Steel Single Screw Steamer "FORT LA TRAITE"

(Number of Visits 16)

Tons {Gross 7134.05
Net 4243.98

Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Ltd.

Yard No. 111

When built 1942

Engines made at Toronto

By whom made John Inglis & Son

Engine No. 130

When made 1942

Boilers made at Vancouver, B. C.

By whom made Vancouver Iron Works, Ltd.

Boiler No. {295
297
299

When made 1942

Registered Horse Power 229

Owners Minister of Munitions & Supply of

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

General Cargo

ENGINES, &c.—Description of Engines Triple Expansion. Superheat to 575° F.

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

as per Rule 13.99"

Crank pin dia. 14½"

Crank webs

Mid. length breadth

Thickness parallel to axis 9" & 9½" L.P.

as fitted 14½"

13.33"

Mid. length thickness

Thickness around eye-hole 7½" Pin

Intermediate Shafts, diameter

as per Rule 13.5"

as fitted 13.5"

Thrust shaft, diameter at collars

as per Rule 13.99"

as fitted 14.25"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

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

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 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

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- 10"x7"x24" Pumps connected to the {No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams

Pumps {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" type. Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler

Bilge 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

In Pump Room 1-2" Dia. in in Eng. Rm. 1-2" Dia. in Thrust Recess to F.P. 1-3" Dia. P&S to Nos. 1-2-3-4 & 5

Tunnel well. 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 fitted to steel tube through D.B. tank. Are 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 under Limber Boards. Yes

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 -- Approved Plans

PLANS. Are approved plans forwarded herewith for Shafting in U.K. Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters Approved Plans in General Pumping Arrangements 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 Vancr. Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description
WEST COAST SHIPBUILDERS LTD.

Manufacturer.

General Manager



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Lloyd's Register
Foundation

008863-008870-0176

Dates of Survey while building
During progress of work in shops - - See Toronto Report No. 896
During erection on board vessel - - 1942.
Oct. 24, 27. Nov. 10, 13, 25, 26, 27. Dec. 2, 4, 8, 9, 10, 11, 14, 15, 17.
Total No. of visits 16

Dates of Examination of principal parts — Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Nov. 26th, 1942 Intermediate shafts Nov. 13th, 1942
Tube shaft See Toronto Report No. 896 Screw shaft Oct. 27th, 1942 Propeller Oct. 27th, 1942
Stern tube Oct. 24th, 1942 Engine and boiler seatings Nov. 25th, 1942 Engines holding down bolts Nov. 25th, 1942
Completion of fitting sea connections Nov. 13th, 1942
Completion of pumping arrangements Nov. 27th, 1942 Boilers fixed Nov. 25th, 1942 Engines tried under steam Dec. 9th, 1942
Main boiler safety valves adjusted Dec. 4th, 1942 Thickness of adjusting washers P33/64 35/64 S17/32 17/32 C33/64 43/64 Lloyd's 7081
Crank shaft material O.H. Steel Identification Mark A.S. 18-4-42 Thrust shaft material O.H. Steel Identification Mark A.S. 16-6-42
Intermediate shafts, material O.H. Steel Lloyd's 5450 TM 21-5-42 Lloyd's 5327 PWW 28-5-42 Lloyd's 7082 16-6-42
Screw shaft, material OH Steel Lloyd's 8238 Identification Mark A.S. 28-7-42 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test Nov. 13th
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 CHIPEWYAN" (Ver. Rpt. No. 5778)
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been constructed under Special Survey of the Toronto 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. 12,42 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

Toronto fees charged in Toronto Rept. No. 896

The amount of Entry Fee	£	:	:	When applied for,
Special (Ver.)	£\$ 133.00	:	:	22 Dec., 1942
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£\$ 20.00	:	:	✓ 19.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUES. 2 MAR 1943



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