

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 JUL 1942

Date of writing Report 25th May 1942 When handed in at Local Office 26th May 1942 Port of MONTREAL, P. Q.
No. in Survey held at MONTREAL, QUE. Date, First Survey 18th Sept. 1941 Last Survey 26th April 1942
Reg. Book. (Number of Visits 60) Tons Gross 7128.86 Net 4258.94
on the S. S. "FORT TADOUSAC"
Built at LEVIS, QUE. By whom built Davie Shipbuilding & Repairing Co. Ltd. Yard No. 531 When built 1942.
Engines made at MONTREAL, QUE. By whom made Dominion Engineering Works Ltd. Engine No. 1 When made 1941
Boilers made at MONTREAL, QUE. By whom made Dominion Bridge Co. Limited Boiler No. B914 C.1 S.1 When made 1941
Registered Horse Power 229 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 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 14.07 14.00 Mid. length breadth — Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs Mid. length thickness — shrunk 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
Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the
as fitted .78125" as fitted .68" 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 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes
Feed (No. and size Two-10 1/2" x 8" x 22" Pumps connected to the Main Bilge Line { No. and size Three- Two 4 1/2" Rams. One 10" x 12" x 10"
Pumps (How driven Weir's steam driven. How driven One 10" x 12" x 10"
Ballast Pumps, No. and size One-10" x 12" x 10" 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 E.R. three x 3", one x 5", one x 9", B.R. two x 3".
In Pump Room — In Holds, &c. No. 1, 2, 3, 4, & 5 each one P. & one S., 3". Deep tank
p&s one each 6". After tunnel well one 2 1/2". Fore & after peaks on ballast range one each dia. 4"
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 P. one 3", S. one 5". 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, except main injection Are they fitted with Valves or Cocks 7 valves and 2 cocks.
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 P. & S. bilge lines to Holds No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 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1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 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18th, 19th, 27th, 30th Sept., 1, 3, 6, 9, 10, 11, 14, 17, 20, 22, 25, 29 Oct., 1, 5, 8, 10, 12, 14, 17, 19, 21,
During progress of work in shops - 24, 25th Nov. 1941 - 28, 30 Oct., 3, 5, 22, 25, Nov., 5, 9, 10, 27, 30 Dec. 1942 - 9, 13,
Dates of Survey while building During erection on board vessel - - - 17, 22, 29 Jan., 5, 6, 12, 18, 25 Feb., 5, 10, 17, 23, 30 Mar., 6, 9, 14, 18, 21, 25, 26 Apr.
Total No. of visits 60.

Dates of Examination of principal parts - Cylinders 5-11-41, 22-10-41, 17-10-41 Slides 5-11-41, 22-10-41, 17-10-41 Covers 5-11-41, 22-10-41, 17-10-41
Pistons 22-10-41 Piston Rods 25-11-41 Connecting rods 25-11-41
Crank shaft 25-11-41 Thrust shaft 25-11-41 Intermediate shafts One 9th, one 17th, four 25ths
Tube shaft - Screw shaft 9-10-41 Propeller 24-9-41
Stern tube 30-10-41 Engine and boiler seatings 10-11-41 Engines holding down bolts 16-1-42

Completion of fitting sea connections 3-11-41
Completion of pumping arrangements 16-4-42 Boilers fixed 25-11-41 Engines tried under steam 18-4-42
Main boiler safety valves adjusted 13-4-42 Thickness of adjusting washers PB.11/32" & 9/32". CB. 7/16" & 11/32". SB. 3/8" & 1/2".
Crank shaft material O H S Identification Mark 2577 HS 25-11-41 Thrust shaft material O.H.S. Identification Mark 4006 HS. 25-11-41
Intermediate shafts, material O H S Identification Marks see below Tube shaft, material - Identification Mark -
Screw shaft, material O H S Identification Mark 3711 HS. 9-10-41 Steam Pipes, material Steel Test pressure 660 Date of Test 30-1-42

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 - No If so, state name of vessel -
General Remarks (State quality of workmanship, opinions as to class, &c.)

These ENGINES have been constructed under Special Survey and in accordance with the Approved Plans.

The materials and workmanship are good. All cylinders have been tested hydrostatically @ 330, 110 and 30 lbs. per square inch respectively, and found tight under those pressures. These ENGINES have now been forwarded to DAVIE SHIPBUILDING & REPAIRING COMPANY LIMITED, LAUZON, LEVIS, P.Q., for installation and official trials.

The machinery of this vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation. In my opinion this vessel is eligible for record of IMC 4.42.

Intermediate Shafting. 3650 H.S. 9, 10, 41, 3651 H.S. 17, 10, 41, 3604 H.S. 25, 10, 41, 3605 H.S. 25, 10, 41, 3559 H.S. 25, 10, 41, 3715 H.S. 25, 10, 41.

The amount of Entry Fee ... £ 30.00 When applied for, ...
Special ... £ 400.00 ...
Donkey Boiler Fee ... £ : : When received, ...
Travelling Expenses (if any) £ : : ...
Exps. Inclusive

Committee's Minute

Assigned

A. H. Ridgeway & H. J. Saunders
Engineer Surveyors to Lloyd's Register of Shipping



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