

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 29th. Oct. 1943 When handed in at Local Office 29th. Oct. 1943 Port of Montreal, P.Q.

To. in Survey held at Montreal, P.Q. Date, First Survey 17th. Sept. Last Survey 14th. Oct. 1943

on the Single Screw Steamer "FORT PERROT" (Number of Visits 23)

Tons { Gross 7170.64 Net 4237.06

built at Prince Rupert, BC By whom built Prince Rupert Dry Dock Company Limited

Engines made at Lachine, P.Q. By whom made Canadian Allis-Chalmers Engine No. 254 When made 1943

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 504 628 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 13.99" 14.21 Crank pin dia. 14 1/2" Crank webs Mid. length breadth -- sbrunk Thickness parallel to axis 9" & 9 1/2" L.P. 7.125

Intermediate Shafts, diameter as per Rule 13.33" 13.53 as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" 14.21 as fitted 14.25" Thickness around eye-hole 7.625

Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.87" 15.07 as fitted 15.25" Is the screw 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

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

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

ft. 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.

Red Pumps worked from the Main Engines, No. None Diameter -- Stroke -- Can one be overhauled while the other is at work --

Blue 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 Pumps (No. and size) Pumps connected to the Main Bilge Line (No. and size) How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Size Pumps:—In Engine and Boiler Room Pump Room In Holds, &c.

in Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

at Pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

and Description of Boilers Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED? No If so, is a report now forwarded? --

the donkey boiler be used for domestic purposes only --

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

the spare gear required by the Rules been supplied

the principal additional spare gear supplied

The foregoing is a correct description  
CANADIAN ALLIS-CHALMERS LIMITED,  
PER: L.P. Brady Works Manager Manufacturer.



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Foundation

From 17th September 1943, to 14th, October, 1943.

Dates of Survey while building  
During progress of work in shops  
During erection on board vessel  
Total No. of visits

Dates of Examination of principal parts — Cylinders 28-9-43, 30-9-43 4-10-43 Slides 28-9-43, 30-9-43 4-10-43 Covers 28-9-43, 30-9-43 4-10-43  
Pistons 28-9-43, 30-9-43 4-10-43 Piston Rods 6-10-43 Connecting rods 30-9-43  
Crank shaft 7-10-43 Thrust shaft 6-10-43 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. Steel Identification Mark BH. 167 7-10-43 Thrust shaft material O.H. Steel Identification Mark BH. 6-1  
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 SS. "FORT TADOUSSAC" & "FORT"

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  
The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110  
lbs. pressure per square inch respectively, and found tight under those pressures.  
This ENGINE has now been shipped to PRINCE RUPERT DRY DOCK COMPANY LIMITED, PRINCE RUPERT, 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  
Vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... \$ 30.00 : When applied for,  
Special ... \$ 267.00 : (how) 9.19.43 KR  
Donkey Boiler Fee ... \$ : (When received, 28.2.44 RB  
Travelling Expenses (if any) \$ 9.50 : 19

B. Hardy  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute THURS 25 MAY 1944  
Assigned See fe. machy etc.



Certificate to be sent to... The Surveyors are requested not to write on or below the space for Committee's Minute.