

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 DEC 1942

Date of writing Report Aug. 17th 19 42 When handed in at Local Office Aug. 17th 19 42 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey May 30th, 1942 Last Survey July 10th 19 42

Reg. Book. on the SS FORT VERMILLION (Number of Visits 30) Tons {Gross: 7133.39 Net: 4243.42}

Built at VANCOUVER -BC By whom built BURRARD DRY DOCK COMPANY LIMITED Yard No. 165 When built 1942

Engines made at LACHINE, P.Q. By whom made DOMINION ENGINEERING WORKS LIMITED Engine No. 40 When made 1942

Boilers made at LACHINE, P.Q. By whom made DOMINION ENGINEERING WORKS LIMITED Boiler No. 40 When made 1942

Registered Horse Power 504 Owners VERMILLION Port belonging to VERMILLION

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 VERMILLION

**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 14.07 as per Rule 14.00 Crank pin dia. 14 1/2 Crank webs shrunk Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" I.P.

Intermediate Shafts, diameter 13.2 as per Rule 13.5 Thrust shaft, diameter at collars 13.82 as per Rule 14.25 as fitted 14.00 Thickness around eye-hole 7.625

Tube Shafts, diameter --- as per Rule --- Screw Shaft, diameter 14.875 as per Rule 15.25 as fitted 15.25 Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes .75" as per Rule .78125" Thickness between bushes .565" as per Rule .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 ---

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Length of Bearing in Stern Bush next to and supporting propeller 61" 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 ---) Pumps connected to the Main Bilge Line (No. and size ---)

Pumps (How driven ---) Lubricating Oil Pumps, including Spare Pump, No. and size ---

Ballast Pumps, No. and size --- Oil Cooler --- Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the 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 All three 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 ---

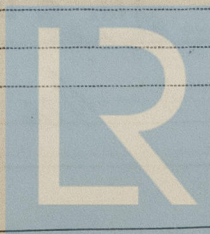
## SPARE GEAR.

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 Ltd  
per H Van Batten

Manufacturer.



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30th May, 1942, 1, 2, 3, 4, 5, 6, 8, 10, 11, 12, 13, 15, 17, 18, 19, 22, 23, 24, 25, 26, 27, 29, 30th June, 1942,

During progress of work in shops - 2, 3, 7, 8, 9, 10th July, 1942

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts — Cylinders 8-6-42, 10-6-42, 30-6-42 Slides 8-6-42, 10-6-42, 30-6-42 Covers 8-6-42, 10-6-42, 30-6-42  
Pistons 8-6-42, 10-6-42, 30-6-42 Piston Rods 10-7-42 Connecting rods 10-7-42  
Crank shaft 10-7-42 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 Steel

Identification Mark 3875 H.S. 10-7-42

Thrust shaft material O H Steel

Identification Mark 5402 T.M. 5.5.42

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" & S/S "FORT CHAMBLAY"

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 BURRARD DRY DOCK COMPANY LIMITED, VANCOUVER, 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 this Vessel, subject to satisfactory installation and sea trials.

Certificate to be sent to

The amount of Entry Fee ... 1/2 \$30.00

Special ... 1/2 \$267.00

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

8. 10. 19 42 RR

When received,

✓ 19

H. J. Saunders

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 4 DEC 1942

Committee's Minute

Assigned

See Ver. 26.5820



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