

Rpt. 4.

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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Incl. Rpt.
No. 5887

5-NOV-1943

Received at London Office

Date of writing Report May 29th. 1943 When handed in at Local Office 22nd May 1943 Port of MontrealNo. in Survey held at Montreal.

Reg. Book.

Date, First Survey 2nd MarchLast Survey 20th. May 1943on the S. S. "FORT ASTORIA"(Number of Visits 36)Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Ltd.Yard No. 123.Gross 7188.56
Net 4241.65Engines made at Laehine, P.Q.By whom made Canadian Allis-Chalmers LimitedEngine No. 241

When built

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 504Is Refrigerating Machinery fitted for cargo purposes NoIs Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines. Triple ExpansionDia of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 76

Crank shaft, dia. of journals

as per Rule 13.99" 14 1/2"Crank pin dia. 14 1/2"

Crank webs

Mid. length breadth ---

shrunken

Thickness parallel to axis

9" & 9 1/2" L.P.

Intermediate Shafts, diameter

as per Rule 13.33"as fitted 13.5"Mid. length thickness ---

Thickness around eye-hole

7.125"

Thrust shaft, diameter at collars

as per Rule 13.99"as fitted 14.25"

Tube Shafts, diameter

as per Rule ---as fitted ---

Screw Shaft, diameter

as per Rule 14.87"as fitted 15.25"Is the --- shaft fitted with a continuous linerYes

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 YesIf the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner SolidIf 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 FitIf 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 NoIf so, state type ---Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4Material Bronzewhether Moveable SolidTotal Developed Surface 117 sq. ft.Feed Pumps worked from the Main Engines, No. NoneDiameter ---Stroke ---Can one be overhauled while the other is at work ---Bilge Pumps worked from the Main Engines, No. TwoDiameter 4 1/2"Stroke 26"Can one be overhauled while the other is at work Yes

Feed (No. and size

Pumps connected to the

No. and size

Pumps (How driven

Main Bilge Line

How driven

Ballast Pumps, No. and size

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

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

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 FeetWhich Boilers are fitted with Forced Draft All ThreeWhich Boilers are fitted with Superheaters All ThreeNo. and Description of Boilers Three Single Ended MultitubularWorking Pressure 220 lbs./Sq. In. 250 lb. (9 lb. 230 lb.)

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

Can the donkey boiler be used for domestic purposes only

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

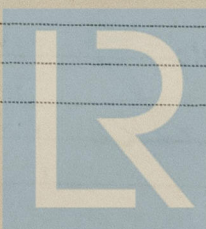
State the principal additional spare gear supplied

The foregoing is a correct description

CANADIAN ALLIS-CHALMERS LIMITED

PER: L. P. Brady

Manufacturer.



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013390-013396-0032

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

2, 4, 5, 9, 11, 15, 19, 22, 24, 26, 29, March. 2, 3, 5, 8, 9, 14, 15, 16, 19, 20, 21, 22, 27, 28
29, 30 April. 3, 4, 6, 12, 14, 15, 18, 19, 20 May.

Dates of Examination of principal parts — Cylinders 6.5.43, 3.5.43, 4.5.43 Slides 6.5.43, 3.5.43, 4.5.43 Covers 6.5.43, 3.5.43, 4.5.43.
Pistons 6.5.43, 3.5.43, 4.5.43. Piston Rods 14.5.43 Connecting rods 26.2.43
Crank shaft 17.5.43 Thrust shaft 14.5.43 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 HGS.17.5.43 Thrust shaft material O.H. Steel Identification Mark 3508 HGS.14.5.43
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 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 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 Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... \$ 30.00 :
Special ... \$ 26.00 :
Donkey Boiler Fee ... £ 7.00 :
Travelling Expenses (if any) ... 7.00 :
When applied for, 10/12/1943
When received, 30/8/43
VCR
RR

H. J. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 7 DEC 1943

Assigned

See Ver for R. 5549



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