

R'pt. 4.
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Inc. Rpt.
No. 6114

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 AUG 1944

Date of writing Report March 13, 1944 When handed in at Local Office Feb. 11, 1944 Port of Montreal, Que.
No. in Survey held at Montreal, Que. Date, First Survey Dec. 10, 1943 Last Survey Feb. 10, 1944
Reg. Book 17, 26, 2 on the Single Screw Steamer "FORT KILMAR" (Number of Visits 38) Tons {Gross 7199.71
Net 4003.23
Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 208 When built
Engines made at Lachine, Que. By whom made DOMINION ENGINEERING WORKS LIMITED Engine No. 155 When made 1944
Boilers made at Lachine, Que. By whom made DOMINION ENGINEERING WORKS LIMITED Boiler No. 155 When made
Registered Horse Power 628 Owners Port belonging to
Nom. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76
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 14.21" Crank pin dia. 14½" Crank webs Mid. length breadth - Thickness parallel to axis 9" & 9½"
as fitted 14.25" Crank webs shrunk Thickness parallel to axis on L.P.
Intermediate Shafts, diameter as per Rule 13.53" as fitted 13.5" Mid. length thickness - Thickness around eye-hole 7 1/8" & 7 5/8"
as fitted 13.5" Thrust shaft, diameter at collars as per Rule 14.21"
as fitted 14.25"
Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 15.07" Is the screw shaft fitted with a continuous liner {Yes
as fitted - as fitted 15.25" Yes
Bronze Liners, thickness in way of bushes as per Rule .76" Thickness between bushes as per Rule .57" Is the after end of the liner made watertight in the
as fitted .78125" as fitted .68125" 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 4½" 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 - 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 -) Total Heating Surface of Boilers -
Which Boilers are fitted with Forced Draft - Which Boilers are fitted with Superheaters -
No. and Description of Boilers - Working Pressure 250 lbs./sq.in. (Spht. 230 lbs./sq.in.)
IS A REPORT ON MAIN BOILERS NOW FORWARDED? -
IS A DONKEY BOILER FITTED? - 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 Limited
Per M. S. Van Batten

Manufacturer.



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Lloyd's Register
Foundation

014815-014826-0284

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

Dec. 10, 1943 to Feb. 10, 1944 (Continuous visits)

Dates of Examination of principal parts — Cylinders 25.1.44 Slides 9.2.44 Covers 9.2.44
Pistons 9.2.44 Piston Rods 9.2.44 Connecting rods 9.2.44
Crank shaft 9.2.44 Thrust shaft 3.2.44 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 LLOYD'S No. 418 M.D. 9.2.44 Thrust shaft material O.H. Steel Identification Mark LLOYD'S No. 322.4 M.D. 3.2.44
Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material Identification Mark
Screw shaft, material O.H. Steel Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel 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

General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey and in conformity with the Society's Rules and Regulations and Secretary's letters.
The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans.
The materials and workmanship are good and the H.P., M.P. and L.P. Cylinders were hydrostatically tested to 330, 110 and 30 lbs. pressure per square inch respectively and found sound and tight at those pressures.
This ENGINE has been fitted with CAST STEEL CONNECTING RODS.
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 trials.

Certificate to be sent to

The amount of Entry Fee ... \$ 30⁰⁰
Special ... \$ 267⁰⁰
Donkey Boiler Fee ... \$
Travelling Expenses (if any) \$ 8⁵⁰
When applied for, 24th March 1944
When received, 29.5.44
VCR
RB

M. Dickson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 6 SEP 1944

Assigned

see minute
on H.R. Rpt.



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