

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report No. 11th 42 When handed in at Local Office Nov. 11th 42 Port of MONTREAL, QUE.
 No. in Sarvey held at MONTREAL, QUE. Date, First Survey 22nd May 1942 Last Survey 11th August 1942
 Reg. Book. Quebec 30 33 (Number of Visits) Gross 7138.31
 on the Single Screw Steamer "FORT CONCORD" Tons Net 4245.41
 Built at LAUZON, LEVIS, P. Q. By whom built DAVIE SHIPBUILDING & REPAIRING CO. LTD. Yard No. 539 When built 1942
 Engines made at LACHINE, P. Q. By whom made DOMINION ENGINEERING WORKS LTD. Engine No. 46 When made 1942
 Boilers made at Lachine, P. Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B968/S1 B968/C1 B968/P1 When made 1942
 Registered Horse Power Owners Ministry of War Transport Port belonging to Montreal
 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

ENGINE, &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" Crank pin dia. 14 1/2" Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P.
 as fitted 14 1/2" Crank webs -- Mid. length thickness -- Thickness around eye-hole 7.125"
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"
 as fitted 13.5" as fitted 14.25"
 Tube Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 14.87"
 as fitted -- 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" Thickness between bushes as per Rule .565"
 as fitted .78125" 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
 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"x8"x22" Pumps connected to the {No. and size Three: Two 4 1/2" rams, one 10"x12"x10"
 Pumps {How driven Weirs Steam driven Main Bilge Line {How driven Two Main Engine, one duplex steam
 Ballast Pumps, No. and size One 10"x12"x10" 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 x 3" p&s, Deep tanks p&s
 one each 6", after tunnel well one 2 1/2", F.P. & A.P. on ballast range one each 4".
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one x 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Starb'd one x 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, 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
 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
 What Pipes pass through the bunkers P&s steel bilge lines to No. 1, 2, 3 Holds? How are they protected By bilge covering boards
 What pipes pass through the deep tanks None 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 Yes
 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. Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No 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 yes.

State the principal additional spare gear supplied

The foregoing is a correct description

Dominion Engineering Works Ltd. Manufacturer.

per A. H. Van Datten



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Lloyd's Register
Foundation

30th June, 1942, 2,3,6,7,8,9,10,11,14,15,16,17,18,20,21,22,24,25,27,28,30,31st July, 1942,
During progress of work in shops - - 1,3,6,7,8,10,11th August, 1942 .
Dates of Survey while building
During erection on board vessel - - 22,25,28th May, 5,13,22,27,30th June, 2,4,13,21,23 July, 5,13,22, 26 Aug.,
2,4,12,19,24 Sept. 5,10,17,22,24 Oct. 3,10,16,17,20,21 Nov.
Total No. of visits Montreal- 30. Quebec - 33.

Dates of Examination of principal parts — Cylinders 17.7.42, 28.7.42, 31.7.42 Slides 17.7.42, 28.7.42, 31.7.42 Covers 17.7.42, 28.7.42, 31.7.42
Pistons 17.7.42, 28.7.42, 31.7.42 Piston Rods 11.8.42 Connecting rods 11.8.42
Crank shaft 11.8.42 Thrust shaft 11.8.42 Intermediate shafts 6 at 8.5.42
Tube shaft - Screw shaft 8.5.42 Propeller 21.8.42 No. 90 5759 J.B.F.
Stern tube 8.10.42 Engine and boiler seatings 21.9.42 Engines holding down bolts 3.11.42
Completion of fitting sea connections 8.10.42
Completion of pumping arrangements 13.11.42 Boilers fixed 20.10.42 Engines tried under steam 16.11.42
Main boiler safety valves adjusted 13.11.42 Thickness of adjusting washers P.11/32" & 9/16" C.15/32" & 17/32" S.7/16" & 1/2"
Crank shaft material O.H Steel Identification Mark H.S. 11.8.42 Thrust shaft material O.H Steel Identification Mark Lloyd's 5473 H.S. 11.8.42
Intermediate shafts, material Identification Marks See below Tube shaft, material Identification Mark
Screw shaft, material Identification Mark 4041, IJT Steam Pipes, material S.D.H.R.S. Test pressure 660 Date of Test 6.11.42
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 No 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 Messrs. DAVIE SHIPBUILDING & REPAIRING CO. LIMITED, LAUZON, LEVIS, P. Q., 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.

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 ☒ LMC 11.42

Intermediate shafting Identification Marks.
5299, 5285, 5288, 5248, 5185, 5298, All 8.5.42 I.J.T.

The amount of Entry Fee ... £ 30.00
Special ... £ 400.00
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
Included in Hull Rpt.

When applied for, 20.12.42
When received, 19

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

Committee's Minute TUE. 12 JAN 1943
Assigned + Lmb 11.42
22, CL