

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report Jan. 31st 1942 When handed in at Local Office Jan. 31st 1942 Port of MONTREAL, QUE.  
No. in Survey held at MONTREAL, QUE. Date, First Survey 8th Nov. 1941 Last Survey 14th Jan. 1942  
Reg. Book. on the STEEL SINGLE SCREW STEAMER "FORT MELEOD" (Number of Visits 24)  
Built at Victoria, BC By whom built YARROWS LIMITED Yard No. 67 Tons {Gross 7127.10  
Engines made at MONTREAL, QUE. By whom made Dominion Engineering Works Limited Engine No. 8 When built 1942  
Boilers made at By whom made Boiler No. When made  
Registered Horse Power Owners Port belonging to  
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

ENGINES, &c.—Description of Engines Triple Expansion

Dia 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 14.07 14.00 as fitted 14 1/2" Crank pin dia. 14 1/2" Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P.  
Intermediate Shafts, diameter as per Rule 13.2 13.32 as fitted 13.5 Crank webs Mid. length thickness -- shrunk Thickness around eye-hole 6.625  
Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.075 14.86 as fitted 15.25 Thrust shaft, diameter at collars as per Rule 13.82 16.00 as fitted 14.25  
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  
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 --  
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"  
Feed Pumps worked from the Main Engines, No. None Diameter -- Stroke -- Total Developed Surface 117 sq. ft.  
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. --  
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 S) Total Heating Surface of Boilers 7140 square feet  
Which Boilers are fitted with Forced Draft Yes 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 Limited

Manufacturer.

per H. S. Van Batten



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Lloyd's Register  
Foundation

W1188-0156



8,10,12,14,17,19,24,27 Nov. 1941 - 1, 4, 9, 16, 19, 22, 24, 27, 30th Dec. 1941,  
During progress of work in shops - - 3,6,7,9,10,13, 14th Jan. 1942.  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits

Dates of Examination of principal parts - Cylinders 19/12/41 18/12/41, 13/12/41 Slides 19/12/41 18/12/41, 13/12/41 Covers 19/12/41 18/12/41, 13/12/41  
Pistons 19/12/41, 18/12/41, 13/12/41 Piston Rods 14/1/42 Connecting rods 14/1/42  
Crank shaft 14/1/42 Thrust shaft  
Tube shaft Screw shaft  
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 S Identification Mark 2747 Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Marks H.S. 14/1/42 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 YARROWS LIMITED, VICTORIA, 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 : When applied for,  
Special ... £ 267.00 : 3.7.1942  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 20.00 :  
When received, RR  
✓ 19 VCR.

Committee's Minute TUE 10 NOV 1942  
Assigned Sec Rec. JE 5776