

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report. 26th Feb., 1943 When handed in at Local Office 26th Feb., 1943 Port of Vancouver, B.C.

No. in Survey held at North Vancouver, B. C. Date, First Survey January 2nd, 1943 Survey February 23rd 1943  
Reg. Book. (Number of Visits 34) Tons Gross 7122.00  
Net 4246.90

-- on the Steel Single Screw Steamer "FORT BUCKINGHAM" Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 169 When built 1943

Engines made at Montreal, P.Q. By whom made Dominion Engineering Wks. Engine No. 69 When made 1942  
349

Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 353 When made 1942  
354

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging to

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 General Cargo

ENGINES, &c.—Description of Engines Triple Expansion. Superheat to 575° F. Revs. per minute 80

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 13.99" Crank pin dia. 14-1/4" Crank webs Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.  
as fitted 14½" Mid. length thickness -- Thickness around eye-hole (7½" Pin  
(7½" Journal

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" Is the tube shaft fitted with a continuous liner --  
as fitted -- as fitted 15.25" screw Yes

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the  
as fitted .78125 as fitted .68" 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 Two (10" x 7" x 24") Pumps connected to the No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams  
Pumps (How driven Steam Worthington Simplex type Main Bilge Line How driven Duplex Steam Duplex Steam M.E.

Ballast Pumps, No. and size (One) 10"x12"x10" (Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler -- Suctions, connected to both Main Bilge Pumps and Auxiliary bd

Bilge Pumps;—In Engine and Boiler Room 1-3" Dia. Port, 1-3" Dia. Star bd in Blr. Rm. 1-3" Dia. Port, 1-3" Dia. Star  
in Pump Room 1-2½" Dia. in in Eng. Rm. 1-2" Dia. in Thrust Recess. 1-4" Dia. to F.P., 1-3" Dia. P&S to  
tunnel well. Nos. 1-2-3-4 & 5 Holds. 1-4" Dia. to A.P.

Main Water Circulating Pump Direct Bilge Suctions, No. and size (One) - 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size (One) 5" Dia. Star bd side 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. Main Injection Are they fitted with Valves or Cocks Yes

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 Below

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 Yes

What Pipes pass through the bunkers Steel air pipes to No. 4 D.B. tanks How are they protected Steel straps welded across frames  
Bilge Suctions No. 7 D.B. Air Pipes Have they been tested as per Rule Yes

What pipes pass through the deep tanks Yes

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 5) Total Heating Surface of Boilers 7140 sq. ft.

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 sq. 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 Approved Plans in U.K. Main Boilers Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters Approved Plans General Pumping Arrangements Oil fuel Burning Piping Arrangements  
in U.K.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

As per List forwarded with Vancouver Report No. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description

Burrard Dry Dock Company, Limited

Manufacturer.

VICE-President



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Lloyd's Register  
Foundation

W 244-0072



Dates of Survey while building  
During progress of work in shops - - See Montreal Report No. 5796.  
During erection on board vessel - - 1943. - Jan. 2,4,5,6,8,9,11,13,14,16,19,20,22,25,27,28,29,30.  
Feb. 1,3,4,5,7,9,11,12,14,16,17,18,19,20,22,23.  
Total No. of visits 34

Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft February 1st, 1943 Intermediate shafts February 1st, 1943.  
Tube shaft See Montreal Report No. 5796. Screw shaft January 5th, 1943 Propeller January 6th, 1943  
Stern tube January 4th, 1943 Engine and boiler seatings January 14th, 1943 Engines holding down bolts February 5th, 1943  
Completion of fitting sea connections January 4th, 1943  
Completion of pumping arrangements February 11th, 1943 Boilers fixed January 29th, 1943 Engines tried under steam February 14th, 1943  
Main boiler safety valves adjusted February 12th, 1943 Thickness of adjusting washer P. Blrs 21/32" - 3/4 P. 19/32" - 13/16 P. 17/32" - 7/8  
Crank shaft material O.H. Steel Lloyd's 3904 H.S. Identification Mark 12-12-42 Thrust shaft material O.H. Steel Lloyd's 9548 HS 4-11-42  
Intermediate shafts, material O.H. Steel Lloyd's 5828 PWW 23/10/42 Identification Mark 5817 PWW 23/10/42  
Screw shaft, material O.H. Steel Lloyd's 5819 PWW 23/10/42 Identification Mark 5826 PWW 23/10/42  
Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test Feb. 9/43  
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 ST. JAMES" (Vancouver Report No. 5718)  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been constructed under Special Survey of the Montreal Surveyors, and installed on board under Special Survey in accordance with the approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the tests required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested under full working conditions on sea trials and afterwards part opened examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping, Ltd., to ensure that the terms of the specifications have been fully complied with and this work has been satisfactorily carried out.

The machinery of this Vessel is eligible in our opinion to be classed in the Register Book with Notation of \*L.M.C. 2,43 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

#### Montreal fees charged in Montreal Report No. 5796

The amount of Entry Fee ... : When applied for,  
Special (Ver.) ... £ \$133.00 : 23<sup>rd</sup> Feb., 1943  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ \$ 20.00 :  
When received, ✓ 19.

W. B. Dailie  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 APR 1943

Committee's Minute

Assigned

+ Lmc 2,43

FD CA



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