

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 APR 1943

Date of writing Report Feb. 10th 1943 When handed in at Local Office Jan. 2nd 1943 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey 30th October Last Survey 12th December 1942

Reg. Book. on the S.S. "FORT BUCKINGHAM" (Number of Visits 31) Tons Gross 7122.00
Net 4246.00

Built at VANCOUVER, B. C. By whom built BURRARD DRY DOCK COMPANY LIMITED Yard No. 169 When built

Engines made at LACHINE, P. Q. By whom made DOMINION ENGINEERING WORKS LTD Engine No. 69 When made 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 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 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 1/4" 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 Thrust shaft, diameter at collars as per Rule 13.99 as fitted 14.25

Tube Shafts, diameter as per Rule 14.87 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" 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 --- 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 Pumps (No. and size) Pumps connected to the Main Bilge Line (No. and size)

Pumps (How driven) Lubricating Oil Pumps, including Spare Pump, No. and size

Ballast Pumps, No. and size Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the 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 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

State the principal additional spare gear supplied

The foregoing is a correct description
DOMINION ENGINEERING WORKS LIMITED
Per William S. B. [Signature] Manufacturer.



W 244-0073

30, 31st October, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 16, 17, 19, 20, 23, 24, 25, 26, 27, 30th November,

During progress of work in shops - - 1, 2, 3, 4, 7, 8, 10, 11, 12th December, 1942

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 24.11.42 Slides 24.11.42 Covers 24.11.42
Pistons 24.11.42, 24.11.42, 2.12.42 Piston Rods 12.12.42 Connecting rods 12.12.42
Crank shaft 12.12.42 Thrust shaft 4.12.42 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 Lloyd's No. 3904
Crank shaft material O H Steel Identification Mark H.S. 12.12.42 Thrust shaft material OH Steel Identification Mark H.S. 4.12.42

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 S/S "FORT TADOUSSAC" & S/S "FORT CHAMBLY"

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. BARRARD DRY DOCK COMPANY LIMITED, 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 trial

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 ... \$ 267.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) \$ 20.35
When applied for, Feb. 16, 1943 23/2/43
When received, VCR. RB.

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

FRI. 16 APR 1943

Committee's Minute
Assigned See Vcr. FE TH. 5882



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