

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report. 4th Dec., 1942. When handed in at Local Office 4th Dec., 1942 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C.
Reg. Book.

Date, First Survey 7th Oct., 1942 Last Survey 30th Nov., 1942

on the Steel Single Screw Steamer "FORT FRANKLIN"

(Number of Visits 15)

Tons {Gross 7134.62
Net 4244.36

Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd.

Yard No. 110

When built 1942

Engines made at Toronto

By whom made John Inglis & Son

Engine No. 89

When made 1942

Boilers made at Vancouver, B. C.

By whom made Vancouver Iron Works, Ltd.

Boiler No. (277)
(279)
(281)

When made 1942

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 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"

Crank webs

Mid. length breadth

Thickness parallel to axis 9 1/2" L.P.

Intermediate Shafts, diameter as fitted 13.33"

as per Rule 13.5"

Mid. length thickness

Thickness around eye-hole 7 1/8" Pin

Thrust shaft, diameter at collars as per Rule 13.99"

as fitted 14.25"

Is the tube shaft fitted with a continuous liner

Yes

Tube Shafts, diameter as per Rule 14.87"

Screw Shaft, diameter as fitted 15.25"

Is the tube 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 (No. and size (Two) 10"x7"x24"

Pumps connected to the Main Bilge Line

No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams

Pumps (How driven Steam Worthington Simplex

Main Bilge Line

How driven Duplex Steam

Duplex Steam M.E.

Ballast Pumps, No. and size (One) 10"x12"x10"

Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room 1-3" Dia. Port 1-3" Dia. Star in Blr. Rm. 1-3" Dia. Port 1-3" Dia. Star

In Pump Room 1-2" Dia. in in Engine Room. 1-2" Dia. in Thrust. Recess. 1-3" Dia. P&S to Nos. 1-2-3-4 & 5

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The foregoing is a correct description
WEST COAST SHIPBUILDERS LTD.W. S. M. Laven
General Manager

Manufacturer.



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Lloyd's Register
Foundation

W275-0050

Dates of Survey while building
During progress of work in shops - - See Toronto Report No. 882.
During erection on board vessel - - 1942.
Oct.- 7,11,16,29. Nov.- 5,6,7,11,13,17,20,25,26,27,30.
Total No. of visits 15

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Nov. 17th, 1942. Intermediate shafts Nov. 5th, 1942.
Tube shaft See Toronto Rpt. No. 882 Screw shaft Oct. 11th, 1942 Propeller Oct. 11th, 1942
Stern tube Oct. 7th, 1942 Engine and boiler seatings Nov. 2nd, 1942 Engines holding down bolts Nov. 2nd, 1942
Completion of fitting sea connections Nov. 6th, 1942
Completion of pumping arrangements Nov. 20th, 1942 Boilers fixed Nov. 2nd, 1942 Engines tried under steam Nov. 20th, 1942
Main boiler safety valves adjusted Nov. 17th, 1942 Thickness of adjusting washers Port 33/64 33/64 Star 39/64 19/32 Centre 5/8 1/2
Crank shaft material O.H. Steel Lloyd's 7819 Identification Mark JKH 10-10-41 Thrust shaft material O.H. Steel Lloyd's 7868 J.K. 10-10-41
Intermediate shafts, material O.H. Steel Identification Mark 8290 AS 30-7-42 8215 AS 23-7-42 8299 AS 1-8-42
Screw shaft, material O.H. Steel Identification Mark AS 6-8-42 Steam Pipes, material S.D. Steel Test pressure 600 lbs. Date of Test Nov. 1942
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. "PORT CHILCOTIN" (Ver. Rpt. No. 5764)
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this Vessel has been constructed under Special Survey of the Toronto 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 afterward part opened out, 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. 11,42 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. inch F.D.

Toronto Fees charged in Toronto Rpt. No. 882

| | | | | |
|------------------------------|---------|---|---|-------------------|
| The amount of Entry Fee | £ | : | : | When applied for, |
| Special | £133.00 | : | : | 1st Dec., 1942 |
| Donkey Boiler Fee | £ | : | : | When received, |
| Travelling Expenses (if any) | £20.00 | : | : | ✓ 19 |

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 23 FEB 1943

Assigned



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