

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 AUG 1942

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 18th Nov. 1941 Last Survey Jan. 27th 1942
Reg. Book. on the SS "FORT CHILCOTIN" (Number of Visits 24) Tons Gross 7133.39
Built at VANCOUVER, BC By whom built WEST COAST SHIPBUILDERS LIMITED Yard No. When built
Engines made at MONTREAL, QUE. By whom made Dominion Engineering Works Limited - Engine No. 10 When made
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 $24\frac{1}{2} \times 37 \times 70$ Length of Stroke 48 No. of Cylinders 3 Revs. per minute 76
Crank shaft, dia. of journals as per Rule 14.07 16.00 as fitted 14.1" Crank pin dia. 14.1" Mid. length breadth -- Thickness parallel to axis 9" & 9.1" L.P.
Intermediate Shafts, diameter as per Rule 13.2 13.32 as fitted 13.5 Crank webs Mid. length thickness -- Thickness around eye-hole 6.625
Thrust shaft, diameter at collars as per Rule 13.82 14.00 as fitted 14.25

Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.075 16.80 as fitted 15.25 Is the tube 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 .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

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" 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" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size Pumps connected to the Main Bilge Line 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

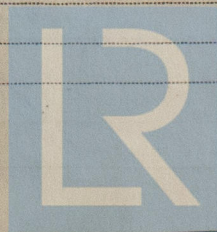
State the principal additional spare gear supplied

The foregoing is a correct description

Dominion Engineering Works, Limited Manufacturer.

per H. J. Van Batten

W275-0064



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Dates
of Survey
while
building

During progress of
work in shops - -
During erection on
board vessel - - -
Total No. of visits

18, 24, 27th Nov. 1941, 1, 4, 9, 16, 19, 22, 24, 27, 30th Dec. 1941 -

3, 6, 7, 9, 10, 15, 16, 19, 20, 23, 26, 27th Jan. 1942 -

Dates of Examination of principal parts—Cylinders 23/12/41, 6/1/42, 16/1/42 Slides 23/12/41, 6/1/42, 16/1/42 Covers 23/12/41, 6/1/42, 16/1/42
Pistons 23/12/41, 6/1/42, 16/1/42 Piston Rods 27/1/42 Connecting rods 27/1/42
Crank shaft 27/1/42 Thrust shaft 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

Crank shaft material OHS

Identification Mark 2749

Thrust shaft material

Identification Mark

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 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 WEST COAST SHIPBUILDERS LIMITED, VANCOUVER, B.C., for installation and Official Test. 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 amount of Entry Fee ... £ \$ 30.00:
Special ... £ 267.00:
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ 20.50:

When applied for,
June 10, 1942
When received,
✓ 19

Signature of Engineer Surveyor
H. G. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 21 AUG 1942

Assigned

See Vcr. 76 5764



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