

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-9 SEP 1943

Date of writing Report **22nd July 1943** When handed in at Local Office **22nd July 1943** Port of **Vancouver, B. C.**  
 No. in Survey held at **Victoria, B. C.** Date, First Survey **23rd April, 1943** Last Survey **21st July 1943**  
 Reg. Book. (Number of Visits **23**)  
 on the **Steel Single Screw Steamer "YOHO PARK"** Tons {Gross **7129.32**  
 Net **4249.49**  
 Built at **Victoria, B. C.** By whom built **Victoria Machinery Depot Co. Ltd.** Yard No. **28** When built **1943**  
 Engines made at **Lachine, P.Q.** By whom made **Dominion Engineering Works Ltd.** Engine No. **95** When made **1943**  
 Boilers made at **Vancouver, B. C.** By whom made **Dominion Bridge Co. Ltd.** Boiler No. **495** When made **1943**  
 Registered Horse Power **229** Owners **Minister of Munitions & Supply of Canada.** Port belonging to **Montreal, P. Q.**  
 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 degrees 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"** Mid. length breadth **24 1/2"** Thickness parallel to axis **9" x 9 1/2" L.P.**  
 as fitted **14 1/2"** Crank webs Mid. length thickness **7.125** Thickness around eye-hole **7.625**  
 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 **14.87"** Is the {screw} shaft fitted with a continuous liner { **Yes**  
 as fitted **15.25"** as fitted **.565"**  
 Bronze Liners, thickness in way of bushes as per Rule **.75"** Thickness between bushes as per Rule **.68"** Is the after end of the liner made watertight in the  
 as fitted **.78125"** as fitted **.68"**  
 propeller boss **Yes-Rubber ring** 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 **No** 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-8" x 10 1/2" x 22"** Pumps connected to the {No. and size **(4) One-10"x12"x10", one-9"x6"x10", Two Rams**  
 Pumps {How driven **Steam (Weir 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  
 Bilge Pumps;—In Engine and Boiler Room **1-3" Dia. Port & Star. in Blr. Rm., 1-3" Dia. Port & Star. in Eng. Rm. 1-2" Dia. in**  
 In Pump Room **-** In Holds, &c. **1-4" Dia. to F.P., 1-3" Dia. Port & Star. thrust recess.**  
 in Nos. 1, 2, 3, 4 & 5 Holds, 1-4" Dia. to A.P., 1-2 1/2" dia. to Tunnel Well.  
 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. Starbd 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-to Steel tube** Are they fitted with Valves or Cocks **Valves**  
 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 & Ford Bilge Suctions** How are they protected **Steel Straps welded across frames under Limber Boards.**  
 What pipes pass through the deep tanks **No. 7 D.B. Tanks Air Pipes** Have they been tested as per Rule **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 **S**) 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 **Three - Single Ended Multitubular** Working Pressure **220 lbs. per sq. in.**  
 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 **Approved Plans**  
 PLANS. Are approved plans forwarded herewith for Shafting **In U.K.** Main Boilers **-** Auxiliary Boilers **-** Donkey Boilers **-**  
 (If not state date of approval)  
 Superheaters **Approved Plans in U.K.** General Pumping Arrangements **-** Oil fuel Burning Piping Arrangements **-**

## SPARE GEAR.

Was the spare gear required by the Rules been supplied **Yes**  
 State the principal additional spare gear supplied **-**

As per list forwarded with Ver. Rpt. **5718 S.S. "FORT ST. JAMES".**

T. Victoria Machinery Depot Company Limited

*Hugh Campbell*  
 Shipyard Manager

Manufacturer.



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Lloyd's Register  
 Foundation

002038-002050-0183

Date of writing Rpt.

No. in  
Reg. Book.Built at *Victoria, B.C.*

Engines made

Boilers made

Registered

Nom. Horse

Trade for wh

ENGINE

Dia of Cylind

Crank shaft

Intermediate

Tube Shafts

Bronze Lin

propeller boss

If the liner do

If two liners

shaft No.

Propeller, a

Feed Pump

Bilge Pump

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Pumps (Ho

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State the pr

See Montreal, P.Q. Report No. 5851.

Dates of Survey while building

During progress of work in shops - - - 1943.- April 23-29, May 3-4-5-17-24-25.

During erection on board vessel - - - June 4-7-10-14-23-29-30, July 1-3-13-14-15-18-20-21.

Total No. of visits 23

Dates of Examination of principal parts - Cylinders - Slides - Covers -

Pistons - Piston Rods - 5851. - Connecting rods -

Crank shaft - SEE MONTREAL REPORT NO. 5851. - Thrust shaft 22-4-43 - 7-6-43 Intermediate shafts 17-5-43

Tube shaft - Screw shaft 19-2-43 - 29-4-43 Propeller 4-5-43

Stern tube 17-4-43 - 29-4-43 Engine and boiler seatings 7-6-43 - 1-7-43 Engines holding down bolts 7-6-43

Completion of fitting sea connections 5-5-43

Completion of pumping arrangements 19-7-43 Boilers fixed 13-7-43 Engines tried under steam 13-7-43 - 21-7-43

Main boiler safety valves adjusted 20-7-43 Thickness of adjusting washers P.V. 602" P.V. 588" P.V. 672"

Crank shaft material O.H. Steel Identification Mark H.S. 28-4-43 Thrust shaft material O.H. Steel Identification Mark H.S. 22-4-43

Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 1457-1454-1464-1448-EEER-21-12-42-R.G. 27-2-43

Screw shaft, material O.H. Steel Identification Mark Lloyd's 1404 EEER 17-12-42, 1493 EEER 23-12-42, RG 27-2-43

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 LIARD" Ver. Rpt. No. 580

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, P.Q. 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 opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Merchant Shipping Ltd. to insure 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 \* L.M.C. 7-43 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. per sq. in. F.D.

Montreal Fees charges in Montreal P.Q. Rept. No. 5851.

The amount of Entry Fee ... £ : When applied for, 23<sup>rd</sup> July 1943

Special (Ver.) ... \$133.00

Donkey Boiler Fee ... £ : When received, 19

Travelling Expenses (if any) \$ 60.00

*S. J. Boomer*  
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 14 SEP 1943

Committee's Minute

Assigned

+ LMC 7.43 J.D. C.L.



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