

pt. 4.

RECEIVED  
3 MAR 1944

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3 MAR 1944

Date of writing Report 28th Dec. 1943 When handed in at Local Office 28th Dec. 1943 Port of Vancouver, B.C.  
 No. in Survey held at Vancouver, B.C. Date, First Survey Oct. 27/43 Last Survey Dec. 22nd 1943  
 Reg. Book (Number of Visits 18) Tons { Gross 6750.01 Net 4184.37  
 on the Steel Single Screw Steam Tanker "SILVER STAR PARK"  
 Built at Vancouver, B.C. By whom built West Coast Shipbuilders Ltd. Yard No. 132 When built 1943  
 Engines made at Montreal P.Q. By whom made Canadian Allis-Chalmers Engine No. 255 When made 1943  
 Boilers made at Vancouver, B.C. By whom made Vancouver Iron Works Ltd. Boiler No. 591 & 592 When made 1943  
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Mgrs. Park Steamship Co. Ltd. Montreal P.Q. Port belonging to Montreal  
 Nom. Horse Power as per Rule 643 628 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Carrying Homogeneous Cargo of Petroleum in Bulk.

ENGINES, &c. Description of Engines Triple Expansion - Superheat to 450° F. Revs. per minute 76  
 Dia. of Cylinders 24" 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" 14.21" for 230/6 as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs Mid. length breadth - - Thickness parallel to axis 9" & 9 1/2" L.P. (7.125")  
 Intermediate Shafts, diameter as per Rule 13.23" 13.53 as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" 14.21 as fitted 14.25"  
 Tube Shafts, diameter as per Rule - - as fitted - - Screw Shaft, diameter as per Rule 14.87" 15.07 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 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 Continuous Tight fit.  
 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 Yes  
 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 Length of Bearing in Stern Bush next to and supporting propeller 61"  
 Propeller, dia. 18'-6" Pitch No. of Blades 16 Mean 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 Yes  
 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 Two - 12" x 8" x 24" Pumps connected to the { No. and size 1-10"x11"x12" G.S. Duplex, 1-10"x11"x12" Fire & Bilge  
 { How driven Steam-Worthington Simplex Main Bilge Line { How driven Steam (2-4 1/2" Dia. M.E. Ram Duplex  
 Ballast Pumps, No. and size 1-10"x11"x12" Steam 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. P. & S. Cofferdam-Ford. 1-3" Dia. P. & S. Aft, 1-2 1/2" Dia. P. & S. in way of No. 4 D.B. tanks.  
 in Pump Room 1-2 1/2" Dia. P. & S. (Ford) 1-2 1/2" Dia. Std. (Aft)

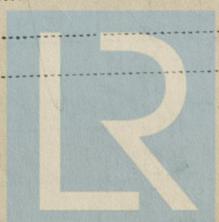
See General Remarks. (Auxiliary Bilge Pump only).  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 10" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, Pump Rooms, Tween Decks, Yes  
 No. and size 2-5" Dia. (1-P. & S.) Are all the Bilge Suction Pipes in holds 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 No - To cast steel 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 Welded  
 What Pipes pass through the bunkers None Air & Sounding How are they protected -  
 What pipes pass through the deep tanks & cargo tanks-pipes to D.B. Tanks 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) Total Heating Surface of Boilers 9704 sq. ft.  
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both  
 No. and Description of Boilers Two - Babcock Wilcox - W.T. Working Pressure 250 lbs. per sq. inch. (Sp. 230/6)  
 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 in U.K. Main Boilers 17-7-43 Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)  
 Superheaters 17-7-43 General Pumping Arrangements 22-4-43 Oil fuel Burning Piping Arrangements 4-5-43  
 (As fitted plan attached)  
 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. 5942 - S.S. "FORT COLUMBIA".

The foregoing is a correct description  
 WEST COAST SHIPBUILDERS LTD.  
 W. J. M. Lane  
 General Manager

Shipbuilder.  
 Manufacturer



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 Foundation

002816-002824-0297

See Montreal Report No. 6030

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

1943 Oct. 27,28, Nov.16,18,19,30, Dec. 4,6,7,9,10,11,14,15,16,20,21,22.

Total No. of visits 18

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Dec. 9th, 1943 Intermediate shafts Nov. 30th, 1943.  
 Tube shaft Screw shaft Oct. 28th, 1943 Propeller Oct. 28th, 1943  
 Stern tube Oct. 27th, 1943 Engine and boiler seatings Dec. 6th, 1943 Engines holding down bolts Dec. 6th, 1943  
 Completion of fitting sea connections Oct. 28th, 1943

See Montreal Report No. 6030

Completion of pumping arrangements Dec. 10th, 1943 Boilers fixed Nov. 18th, 1943 Engines tried under steam Dec. 10th, 1943  
 Main boiler safety valves adjusted Dec. 10th, 1943 Thickness of adjusting washers Compression P Boiler-19/32 - 19/32 Superheater 3/32  
 Crank shaft material O.H. Steel Lloyd's 1638 Identification Mark 25-10-43 B.H. Thrust shaft material O.H. Steel Lloyd's 5689 Identification Mark 22-10-43  
 Intermediate shafts, material O.H. Steel Lloyd's 5503 E.E.R.-22-6-43 Identification Marks 5483 E.E.R.-16-7-43 Tube shaft, material Lloyd's 8528 Identification Mark 8529 16-7-43  
 Screw shaft, material O.H. Steel Lloyd's 4039 Identification Mark 1-11-41 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test Dec. 4

Is an installation fitted for burning oil fuel Yes  Is the flash point of the oil to be used over 150°F. Yes   
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes   
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil Tanker. 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 No   
 Is this machinery duplicate of a previous case Yes  If so, state name of vessel S.S. "MOUNT BRUCE PARK" -- (Ver. R. No. 602)

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. Surveyor 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 out, examined and found satisfactory. Complete oil cargo pumping arrangements are fitted as per Wartime Merchant Shipping, Ltd. Plan T.M.23, approved New York, April 13, 1943, with pump room forward and aft. A large duplex steam driven cargo oil pump is fitted in each pump room, also 1-9"x6"x10" duplex steam driven bilge pump in each pump room with suctions to:- 1-3 1/2" dia. forepeak, 1-2" dia., forward cofferdam, 1-2" dia. P. & S. each Nos. 1,2,3,4 & 5 tween dks. way of cargo tanks, 1-2 1/2" dia. each, the recess bilge, tunnel well bilge, cofferdam above tunnel recess aft. P. & S., and cofferdam abaft Main space P.S., also forward and after pump rooms. A complete carbon dioxide fire extinguishing system is fitted in the machinery and boiler spaces operated from the upper deck. The Machinery has also been surveyed during construction and installation on behalf of the 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. 12-43 - Screw Shaft C.L. 12-43 - 2 W.T. Boilers (Spt) 250 lbs. per sq. inch, F.D. - Fitted for oil fuel 12-43, Flash point above 150° Fah. (Montreal Fees charged in Montreal Rpt.No.6030)

The amount of Entry Fee ... \$ : ) When applied for,  
 Special (Ver.)... \$ 133.00 ) Dec. 28th, 43  
 Donkey Boiler Fee ... \$ : ) When received,  
 Travelling Expenses (if any) \$ 20.00 ) 19

*R. Knorr*  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 31 MAR 1944

Committee's Minute

Assigned + L.M.C. 12.43 Subject  
 F.D. C.L.  
 2. W.T.B 250 lb. (SPT 230 lb.)



Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.