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3 MAR 1944

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

**D.O.**  
 Date of writing Report 7th Feb. 1944 When handed in at Local Office 7th Feb. 1944 Port of Vancouver, B.C. 22 MAR 1944  
 No. in Survey held at Vancouver, B.C. Date First Survey 6th Dec. 1943 Last Survey 31st Jan. 1944  
 Reg. Book (Number of Visits) 20

on the Steel Single Screw Steam Tanker "MOOSE MOUNTAIN PARK" Tons  $\left\{ \begin{array}{l} \text{Gross } 6746.62 \\ \text{Net } 4183.47 \end{array} \right.$

Built at Vancouver, B.C. By whom built West Coast Shipbuilders Ltd. Yard No. 134 When built 1944

Engines made at Toronto, Ont. By whom made John Inglis Co. Ltd. Engine No. 287 When made 1944

Boilers made at Vancouver, B.C. By whom made Vancouver Iron Works Ltd. Boiler No. 610,611 When made 1944

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. (Mgrs. Park Steamship Co. Ltd., Montreal P.Q.) Port belonging to Montreal, P.Q.

Tom. Horse Power as per Rule 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 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.21" for 23000 Crank pin dia. 14½" Crank webs Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.  
 as fitted 14½" Mid. length thickness --- Thickness around eye-hole 7.125"

Intermediate Shafts, diameter as per Rule 13.53" Thrust shaft, diameter at collars as per Rule 14.21"  
 as fitted 13.5" as fitted 14.25"

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 15.07"  
 as fitted --- as fitted 15.25" Is the  $\left\{ \begin{array}{l} \text{tube} \\ \text{screw} \end{array} \right\}$  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 .78125" 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  
 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.

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 ---  
 aft No If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 61"

Propeller, dia 18'-6" Pitch 16' Mean 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 4½" 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"  
 How driven Steam-Worthington Simplex Main Bilge Line {How driven Steam (2-4½" Dia. M.E. Ram. Fire & Bilge Dplex

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

Large Pumps;—In Engine and Boiler Room 1-3" Dia. P.&S. Cofferdam-Ford. 1-3" Dia. P&S. Aft. 1-2½" Dia. P&S. in way of No. 4 D.B. tanks.  
 Pump Room 1-2½" Dia. P&S. (Ford) 1-2½" Dia. Stbd. (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,  
 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 stands 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 How are they protected ---  
 What pipes pass through the deep tank Air & Sounding & 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 lb. (Spt. 230 lb.)  
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? ---

Can the donkey boiler be used for domestic purposes only ---  
 Are approved plans forwarded herewith for Shafting Approved Plans 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.

Is the spare gear required by the Rules been supplied Yes  
 Is 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.C.M. Lane  
 General Manager

Shipbuilder.  
 Manufacturer.



Dates of Survey while building

During progress of work in shops - March 29th, 1943 and subsequently per British Corporation Report dated 30-12-43 attached herewith.

During erection on board vessel - 1943 Dec. 6, 20, 23, 28, 31 1944 Jan. 3, 4, 6, 7, 10, 15, 19, 20, 21, 22, 24, 25, 27, 29

Total No. of visits 20

Examined by British Corporation Surveyors.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons

Crank shaft Thrust shaft 20th Jan. 1944 Intermediate shafts 15th Jan. 1944

Tube shaft Screw shaft 6th Dec. 1943 Propeller 6th Dec. 1943

Stern tube 6th Dec. 1943 Engine and boiler seatings 31st Dec. 1943 Engines holding down bolts 31st Dec. 1943

Completion of fitting sea connections 6th Dec. 1943

Completion of pumping arrangements 25th Jan. 1944 Boilers fixed 31st Dec. 1943 Engines tried under steam 21st Jan. 1944

Main boiler safety valves adjusted 21st Jan. 1944 Thickness of adjusting washers Lock nuts fitted.

Crank shaft material O.H. Steel Identification Mark Lloyd's 4734 W.F.M. Thrust shaft material O.H. Steel Lloyd's 5274 E.E.R. Identification Mark 4-6-43

Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 8600 J.H.N. Lloyd's 8571 J.H.N. Lloyd's 8421 J.H.N. Identification Marks 8582 3-7-43 Tube shaft material S.D. Steel Identification Mark 8572 30-7-43 Identification Mark 846 18-6-43

Screw shaft, material O.H. Steel Identification Mark Lloyd's 7384 E.E.R. Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 12th Jan. 1944

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. Rpt. No. 604)

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel has been constructed

under Special Survey of the British Corporation Toronto Surveyors and installed on board under this Society's 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 Shipbuilding 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 suction to:- 1-3 1/2" dia., forepeak, 1-2" dia., fore cofferdam, 1-2" dia. P. & S. each Nos. 1, 2, 3, 4 & 5 tween decks way of cargo tanks, 1-2 1/2" dia., each, thrust recess bilge, tunnel well bilge, cofferdam above tunnel recess aft P. & S., and cofferdam abaft Machinery space P.S., also fore 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 installation on behalf of the Wartime Shipbuilding 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 \*1-44, Screw Shaft C.L. 1-44, - 2 W.T. Boilers 250 lb. (Spt. 230 lb.) F.D. - F for oil fuel, Flash point above 150 degrees Fah.

British Corporation Certificate dated 30-12-43 attached.

The amount of Entry Fee ... \$ 30.00

Special (Brit. Corp.) \$ 267.00

" L.R. (Ver.) 133.00

Donkey Boiler Fee ... \$

L.R. (Ver.) 20.00

Travelling Expenses (if any) \$

(Brit. Corp.) \$ 20.00

When applied for, 2nd Feb. 1944

When received, 19

Engine Surveyor to Lloyd's Register of Shipping.

FRI. 14 APR 1944

Committee's Minute

Assigned

LMC \* 244 subject 70. L. 2 W.T. 20 lb (Spt 230 lb)



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Certificate to be sent to

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