

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 JUN 1944

Date of writing Report Jan. 19th 1944 When handed in at Local Office Dec. 22nd 1943 Port of MONTREAL, QUE.
 No. in Survey held at MONTREAL, QUE. Date, First Survey Nov. 8th Last Survey December 20th 1943
 Reg. Book Single Screw Steamer "WILLOWDALE PARK" (Number of Visits Constant attendance) Tons { Gross 7243.01
 on the Net 4163.11
 Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. Yard No. 136 When built
 Engines made at LACHINE, P. Q. By whom made DOMINION ENGINEERING WORKS LIMITED Engine No. 146 When made 1943
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 645 678 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 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 13.99" 14.21 Crank pin dia. 14½" Crank webs Mid. length breadth - shrunk 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 13.33" Thrust shaft, diameter at collars as per Rule 13.99" 14.21
 as fitted 13.5" as fitted 14.25"
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.87" 15.07
 as fitted - 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" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the
 as fitted .78125" as fitted .68" propeller boss Yes Solid
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 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 No
 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 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 Feed { No. and size Pumps connected to the { 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) Total Heating Surface of Boilers
 Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 No. and Description of Boilers Working Pressure
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
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
 Per H. Williams

Manufacturer.

Constant attendance from 8th November to December 20th, 1943 -

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - -

Total No. of visits Constant attendance

Dates of Examination of principal parts — Cylinders 9.12.43 Slides 17.12.43 Covers 17.12.43
Pistons 17.12.43 Piston Rods 17.12.43 Connecting rods 17.12.43
Crank shaft 17.12.43 Thrust shaft 7.12.43 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 O H Steel

Identification Mark

LLOYD'S 409

M.D. 17.12.43

Thrust shaft material O H Steel

Identification Mark

LLOYD'S

M.D. 8814

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 been fitted with CAST STEEL Connecting Rods.

The ENGINE has now been shipped to VANCOUVER, B. C. for installation and official trials. 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.

Certificate to be sent to

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

The amount of Entry Fee ... \$ 30:00

Special ... \$ 267:00

Donkey Boiler Fee ... \$

Travelling Expenses (if any) \$ 13:00

When applied for,

When received,

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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 13 JUN 1944

Assigned

See p. mach. r/l



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Foundation