

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

"FORT

IN D.O.

Date of writing Report **18th Oct., 1944** When handed in at Local Office **18th Oct., 1944** Port of **Vancouver, B. C.**

No. in Survey held at **Vancouver, B. C.** Date, First Survey **25th July, 1944** Last Survey **2nd October, 1944**

Reg. Book **---** (Number of Visits **25**)

on the **Steel Single Screw Steamer "WESTON PARK"** Tons {Gross **7161.36** Net **4236.39**

Built at **Vancouver, B. C.** By whom built **West Coast Shipbuilders, Ltd.** Yard No. **145** When built **1944**

Engines made at **Montreal** By whom made **Canadian Allis-Chalmers, Ltd.** Engine No. **377** When made **1944**

Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works, Ltd.** Boiler Nos. **729 & 730** When made **1944**

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

Nom. 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 **General Cargo**

ENGINES, &c.—Description of Engines **Triple Expansion. Superheat to 450 F.** Revs. per minute **76**

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 **14.21** as per Rule **14 1/2"** Crank pin dia. **14 1/2"** Crank webs Mid. length breadth **---** Thickness parallel to axis **9" & 9 1/2" L.P.**

Intermediate Shafts, diameter **13.53** as per Rule **13.5** Thrust shaft, diameter at collars **14.21** as per Rule **14.21** Thickness around eye-hole **7 1/8" Pin**

Tube Shafts, diameter **---** as per Rule **15.07"** Is the shaft fitted with a continuous liner **---** as fitted **15.25"** **Yes**

Bronze Liners, thickness in way of bushes **.75"** 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 **Continuous**

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** 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 **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 Main Bilge Line {No. and size **Four (Two) 10" x 11" x 12"** **Two 4 1/2" Rams** How driven **Steam Worthington Simplex** Main Bilge Line {How driven **Duplex - Steam** **M.E.**

Ballast Pumps, No. and size **One 10" x 11" x 12" (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 **One 3" P&S, one 3" thrust recess, one 2 1/2" tunnel well, one 3" P&S for 'd.**

Cofferdam, one 2 1/2" P&S after Cofferdam. In Holds, &c. **One 3" P&S Nos. 1, 2, 3, 4 & 5 Holds, one 5" P&S Deep Tanks.**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **(One) 10"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **(Two) 5"** 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 **As Approved.**

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 tanks **D.B. 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 **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.)**

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 **Approved Plans in U.K.** Main Boilers **17-7-43** Auxiliary Boilers **---** Donkey Boilers **---**

Superheaters **17-7-43** General Pumping Arrangements **6-7-43** Oil fuel Burning Piping Arrangements **9-7-43**

As fitted plan attached.

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**

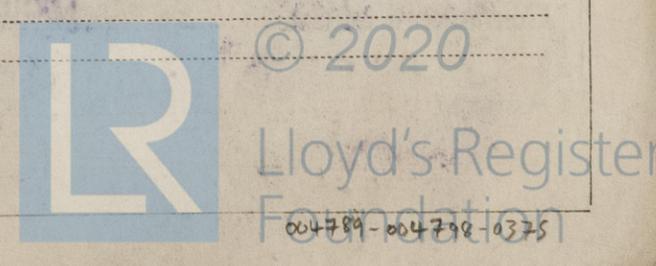
State the principal additional spare gear supplied **---**

As per list forwarded with Vancouver Report No. 5942 - S.S. "FORT COLUMBIA"

The foregoing is a correct description
WEST COAST SHIPBUILDERS LTD.

W.C.M. Lazen
General Manager

Manufacturer.



Dates of Survey while building
 During progress of work in shops - See Montreal Report No. 6290
 During erection on board vessel - 1944. July 25, 26. August 7, 9, 14, 16, 21, 25, 28, 30. Sept. 1, 5, 7, 8, 11, 13, 15, Sept. 20, 21, 25, 28, 29, 31. Oct. 2.
 Total No. of visits 25

Dates of Examination of principal parts - Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft See Montreal Report No. 6290 Thrust shaft 13-9-44 Intermediate shafts 5-9-44
 Tube shaft Screw shaft 26-7-44 Propeller 26-7-44
 Stern tube 25-7-44 Engine and boiler seatings 14-8-44 Engines holding down bolts 13-9-44
 Completion of fitting sea connections 2-8-44 Boilers fixed 14-8-44 Engines tried under steam 15-9-44
 Completion of pumping arrangements 25-9-44 Main boiler safety valves adjusted 15-9-44 Thickness of adjusting washers lock nuts fitted.
 Crank shaft material O.H. Steel Lloyd's No. 4500 Identification Mark 10-7-44 Thrust shaft material O.H. Steel Lloyd's No. 8970 Identification Mark 4-7-44 HGLP
 Intermediate shafts, material O.H. Steel Lloyd's No. 8941 13-4-44 EER No. 5725 12-5-44 EER 5754 16-5-44 EER
 Screw shaft, material O.H. Steel Lloyd's No. 8351 No. 5730 12-5-44 EER No. 5749 16-5-44 EER 5713 9-5-44 EER
 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test Aug. 31st 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 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 No
 Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "FORT COLUMBIA" (Vanc. Report No. 5942)

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 Surveyors and installed on board under special survey in accordance with 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. The machinery has also been surveyed during construction and installation on behalf of 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. 10,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 10,44. Flash point above 150°F., subject to the mast head and sidelight wiring and all other P.V.C. cables fitted on deck, being examined within two years before the end of 10,46.

Montreal fees charged in Montreal Report No. 6290.

The amount of Entry Fee ... \$:
 Special (Var.) ... \$ 133.00 :
 Donkey Boiler Fee ... \$:
 Travelling Expenses (if any) \$ 20.00 :
 When applied for, 3rd Oct., 1944
 When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 DEC 1944

Assigned F.L.M.C. 10.44 subject