

4. REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report Aug. 15, 1944 When handed in at Local Office July 15, 1944 Port of Montreal, Que.
 No. in Survey held at Montreal, Que. Date, First Survey June 20, 1944 Last Survey July 10, 1944
 Reg. Book 13, 15 Constant attendance (Number of Visits)
 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
 Engines made at LACHINE, Que. By whom made CANADIAN ALLIS-CHALMERS LIMITED Engine No. 377 When made 1944
 Boilers made at LACHINE, Que. By whom made CANADIAN ALLIS-CHALMERS LIMITED Boiler No. 377 When made 1944
 Registered Horse Power 628 Owners West Coast Shipbuilders, Ltd. Port belonging to Montreal, Que.
 Nom. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion 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" Crank pin dia. 14 1/2" Crank webs Mid. length breadth - Thickness parallel to axis 8 1/2" & 9 1/2"
 as fitted 14.25" Mid. length thickness - Thickness around eye-hole 7 1/8" & 7 5/8"
 Intermediate Shafts, diameter 13.53" Thrust shaft, diameter at collars 14.21"
 as fitted 13.5" as fitted 14.25"
 Tube Shafts, diameter 15.07" Is the propeller shaft fitted with a continuous liner Yes
 as fitted 15.25" as fitted 15.25"
 Bronze Liners, thickness in way of bushes .76" Thickness between bushes .57" Is the after end of the liner made watertight in the
 as fitted .78125" as fitted .68125"
 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 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 No 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 { No. and size Two Pumps connected to the { No. and size Two
 Pumps { How driven Main Bilge Line How driven Main Bilge Line
 Ballast Pumps, No. and size Two Lubricating Oil Pumps, including Spare Pump, No. and size Two
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room Yes In Pump Room Yes In Holds, &c. Yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size Two Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Two 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 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 Yes
 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 Two How are they protected By covers
 What pipes pass through the deep tanks Two 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 Values 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 Yes worked from Engine Room

MAIN BOILERS, &c.—(Letter for record Yes) Total Heating Surface of Boilers 10,460 sq. ft.
 Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters Yes
 No. and Description of Boilers Two Working Pressure 250 lbs./sq. in. (Spt. 230 lbs./sq. in.)
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Can the donkey boiler be used for domestic purposes only Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Aug. 15, 1944
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied None

The foregoing is a correct description
 Canadian Allis-Chalmers Limited
 Per [Signature]

Manufacturer.



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Lloyd's Register
 Foundation

004789 004798 0376

From June 20, 1944 to July 10, 1944 (Constant attendance)

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 14.6.44 20.6.44 16.6.44 Slides 14.6.44 20.6.44 16.6.44 Covers 14.6.44 20.6.44 16.6.44

Pistons 20.6.44 16.6.44 14.6.44 Piston Rods 4.7.44 Connecting rods 28.6.44

Crank shaft 10.7.44 Thrust shaft 4.7.44 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 Lloyd's 4500

Crank shaft material O.H. Steel Identification Mark HGLP 10.7.44 Thrust shaft material O.H. Steel Identification Mark HGLP 4.7.44

Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material - Identification Mark -

Screw shaft, material O.H. Steel Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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

General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey and in conformity with the Society's Rules and Regulations and Secretary's letters.

The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans.

The materials and workmanship are good and the H.P., M.P. and L.P. Cylinders were hydrostatically tested to 330, 110 and 30 lbs. pressure per square inch respectively and found sound and tight at those pressures.

This ENGINE has been fitted with CAST STEEL CONNECTING RODS.

This 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 trials.

The amount of Entry Fee ... \$ 30 : When applied for, 12th Sept 44

Special ... \$ 267 : When received, 3.10.44

Donkey Boiler Fee ... \$: 19

Travelling Expenses (if any) \$ 20

Committee's Minute FRI. 15 DEC 1944

Assigned Lee A machy rpl

Engineer Surveyor to Lloyd's Register of Shipping.