

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report June 17, 1944 When handed in at Local Office June 1, 1944 Port of Montreal, Que.
 No. in Survey held at Montreal, Que. Date, First Survey March 27, 1944 Last Survey May 30, 1944
 Reg. Book. Single Screw Steamer "TOBIATIC PARK" Constant attendance (Number of Visits)
 on the North Vancouver, B.C. whom built Burrard Dry Dock Co. Ltd. Yard No. 216 When built 1944
 Engines made at LACHINE, QUE. By whom made DOMINION ENGINEERING WORKS LIMITED Engine No. 171 When made 1944
 Boilers made at LACHINE, QUE. By whom made DOMINION ENGINEERING WORKS LIMITED Boiler No. 171 When made 1944
 Registered Horse Power 628 Owners DOMINION ENGINEERING WORKS LIMITED Port belonging to DOMINION ENGINEERING WORKS LIMITED
 Nom. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No
 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" as per Rule 14.21" Crank pin dia. 14 1/2" Mid. length breadth — Thickness parallel to axis 9" & 9 1/2"
 as fitted 14.25" Crank webs — Mid. length thickness — Thickness around eye-hole 7 1/8" & 7 5/8"
 Intermediate Shafts, diameter 13.53" as per Rule 13.53" Thrust shaft, diameter at collars 14.21" as per Rule 14.21"
 as fitted 13.5" as fitted 14.25" Is the screw shaft fitted with a continuous liner Yes
 Tube Shafts, diameter — as per Rule — Screw Shaft, diameter 15.07" as per Rule 15.25" as fitted 15.25"
 as fitted — as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes .76" as per Rule .76" Thickness between bushes .57" as per Rule .57"
 as fitted .78125" as fitted .68125" 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 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
 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 4 1/2" 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 250 lbs./sq.in. (Spht. 230 lbs./sq.in.)
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? —
 IS A DONKEY BOILER FITTED? — 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 —

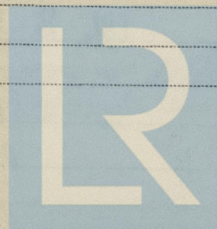
SPARE GEAR.

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. J. Van Catten

Manufacturer.



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Foundation

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March 27, 1944 to May 30, 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 11.5.44 6.4.44 Slides 11.5.44 6.4.44 Covers 11.5.44 6.4.44
Pistons 11.5.44 6.4.44 15.5.44 Piston Rods 30.5.44 Connecting rods 30.5.44
Crank shaft 30.5.44 Thrust shaft 23.5.44 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
Crank shaft material O.H. Steel Identification Mark B.H. 30.5.44 Thrust shaft material O.H. Steel Identification Mark B.H. 23.5.44
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 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.

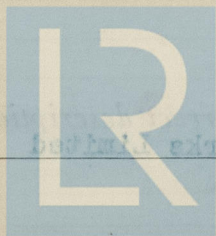
Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... \$ 30.00 :
Special ... \$ 26.00 :
Donkey Boiler Fee ... \$ 60.00 :
Travelling Expenses (if any) \$ 10.00 :
When applied for, 28th June 1944
When received, 19

Committee's Minute FRI. 3 NOV 1944

Assigned Cle minute on 30.11.44

B. Hardy
Engineer Surveyor to Lloyd's Register of Shipping.



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