

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

4 MAY 1945

Date of writing Report **16th March, 1945** When handed in at Local Office **16th March, 1945** Port of **Vancouver, B. C.**
 No. in Survey held at **North Vancouver, B. C.** Date, First Survey **17th Nov., 1944** Last Survey **6th March, 1945**
 Reg. Book **on the Steel Single Screw Steamer "SELKIRK PARK"** (Number of Visits **33**) Tons {Gross **7148.28**
 Net **4212.00**
 Built at **North Vancouver, B.C.** By whom built **North Van Ship Repairs, Ltd.** Yard No. **150** When built **1945**
 Engines made at **Lachine, P. Q.** By whom made **Canadian Allis-Chalmers, Ltd.** Engine No. **389** When made **1945**
 Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works, Ltd.** Boiler No. **781** When made **1945**
 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 **505** 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 575°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 **13.99"** Crank pin dia. **14.25"** Crank webs Mid. length breadth **-** Thickness parallel to axis **9" x 9½" L.P.**
 as fitted **14.25"** Mid. length thickness **-** Thickness around eye-hole **7½" Pin**
 Intermediate Shafts, diameter as per Rule **13.33"** Thrust shaft, diameter at collars as per Rule **13.99"** **7½" Journal**
 as fitted **13.5"** as fitted **14.25"**
 Tube Shafts, diameter as per Rule **-** Screw Shaft, diameter as per Rule **14.87"** Is the {tube} shaft fitted with a continuous liner { **-**
 as fitted **-** as fitted **15.25"** {screw} **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** 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** 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 **Two - 8" x 10½" x 22"** Pumps connected to the {No. and size **One 10"x12"x10"** Two **4½" Dia. Rams**
 pumps {How driven **Steam Weir Simplex** Main Bilge Line {How driven **Duplex Steam** **M.E.**
 Ballast Pumps, No. and size **One 10"x12"x10" 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 in Eng. Rm., One 3"P&S in Blr. Rm., One 2"dia. Thrust Recess, One 2½"**
Pump Room Tunnel Well In Holds, &c. **One each P.&S. 3"dia. Nos. 1,2,3,4,5 Holds**
One 3"P&S No.4 Dry Tank, One 3"P&S After Cofferdam, One 5"P&S Deep Tank
 Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 9" Dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size **One 5" Dia. Starb.** 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, some to C.S.** 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 **Yes**
 What Pipes pass through the bunkers **None** How are they protected **-**
 What pipes pass through the deep tanks **D.B. Tank Air Pipes only** 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 **7140 sq. ft.**
 Which Boilers are fitted with Forced Draft **All** Which Boilers are fitted with Superheaters **All**
 No. and Description of Boilers **3 Single Ended Multitubular** Working Pressure **220 lbs. per sq. inch.**
 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 **Approved**
 PLANS. Are approved plans forwarded herewith for Shafting **in U.K.** Main Boilers **25-8-43** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)
 Superheaters **6-11-41** General Pumping Arrangements **15-9-43** Oil fuel Burning Piping Arrangements **15-9-43**

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. 6426 - S.S. "WINONA PARK"

The foregoing is a correct description

Shipbuilders

VICE-PRESIDENT

NORTH VAN SHIP REPAIRS LIMITED



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Lloyd's Register
Foundation

004971-004981-0060

During progress of work in shops - - - - - See Montreal Report No. 6439 attached herewith.
During erection on board vessel - - - - - 1944 Nov. 17, 21, 23, 27, 30 Dec. 7, 9, 15, 20 1945 Jan. 5, 11, 18, 22, 24, 26, 30, Feb. 1, 2, 5, 6, 7, 9, 14, 15, 19, 22, 23, 24, 28 Mar. 5, 6
Total No. of visits 33

Dates of Examination of principal parts - Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 14 - 2 - 45 Intermediate shafts 14 - 2 - 45
Tube shaft Screw shaft 17 - 11 - 44 Propeller 9 - 12 - 44
Stern tube 7 - 12 - 44 Engine and boiler seatings 20 - 12 - 44 Engines holding down bolts 26 - 1 - 45
Completion of fitting sea connections 19 - 12 - 44
Completion of pumping arrangements 26 - 2 - 45 Boilers fixed 21 - 12 - 44 Engines tried under steam 24 - 2 - 45
Main boiler safety valves adjusted 5 - 3 - 45 Thickness of adjusting washers Port P. 13/16" S. 1/2", Cent. P. 23/32" S. 15/32", Star. P. 9/16" S. 1/2"
Crank shaft material O.H. Steel Identification Mark Lloyd's No. 6308 H.G.L.P. Thrust shaft material O.H. Steel Identification Mark Lloyd's No. 5983 H.G.L.P.
Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 2360 17-8-44 AS Lloyd's 2371 18-8-44 AS Lloyd's 2402 23-8-44 AS Lloyd's 2367 18-8-44 AS
Screw shaft, material O.H. Steel Identification Mark Lloyd's No. 9304 TM Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 1-2-45
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. "WINONA PARK" (Vcr. Rpt. No. 6439)
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 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 LMC 3,45 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. (Spt.) F.D. Fitted for Oil Fuel 3,45 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 3,47.

Montreal Fees charged in Montreal Report No. 6439.

The amount of Entry Fee ... \$: When applied for,
Special ... Vcr. \$ 133.00 8 Mar. 1945
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) ... Vcr. \$ 20.00 19

J. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 MAY 1945

Assigned + LMC 3.45 Subject
Fitted for Oil Fuel 3.45 FLASH POINT ABOVE 150° F. F.D. C.L. Sph.