

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1944

Date of writing Report 25th July, 1944 When handed in at Local Office 25th July, 1944 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 27th March, 1944 Last Survey 24th July, 1944

Reg. Book (Number of Visits 32)

on the Steel Single Screw Steamer "YOHO PARK" Tons { Gross 7163.61 Net 4220.33

Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 143 When built 1944

Engines made at Montreal By whom made Canadian Allis-Chalmers, Ltd. Engine No. 369 When made 1944

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler Nos. 699 & 700. When made 1944

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

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 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 14.21 for 230 lb. Crank pin dia. 14½" Crank webs Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.

as fitted 14½" Crank webs Mid. length thickness --- Thickness around eye-hole 7½" Pin 7½" Journal

Intermediate Shafts, diameter as per Rule 13.53 for 230 lb. Thrust shaft, diameter at collars as per Rule 14.21 as fitted 14.25"

as fitted 13.5

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 15.07" Is the screw shaft fitted with a continuous liner Yes

as fitted --- as fitted 15.25"

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 propeller boss Yes

as fitted .78125 as fitted .68"

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 12" x 8" x 24" Pumps connected to the {No. and size Four (Two) 10" x 11" x 12" Two 4½" Rams

Pumps {How driven Steam Worthington Simplex Main Bilge Line {How driven Duplex - Steam M.E.

Ballast Pumps, No. and size One- 10"x11"x12" (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 2½" tunnel well, one 3" P&S for'd.

In Pump Room. One 2½" 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 ---) 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 in U.K. Main Boilers 17-7-43 Auxiliary Boilers --- Donkey Boilers ---

(If not state date of approval)

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

NORTH VAN SHIP REPAIRS LIMITED

VICE PRESIDENT

Manufacturer.



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005089-005097-0084



Dates  
of Survey  
while  
building

During progress of  
work in shops - -

See Montreal Report No.6146.

During erection on  
board vessel - -

1944. March 27. April 3,6,13. May 1,4,12,17,18,29.

June 7,12,14,15,16,20,21,22,23,27,28,29.

July 3,10,11,12,13,14,18,20,21,24.

Total No. of visits 32

Dates of Examination of principal parts — Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

27-6-44

Intermediate shafts

27-6-44

Tube shaft

Screw shaft

1-5-44

Propeller

12-5-44

Stern tube

4-5-44

Engine and boiler seatings

28-5-44

Engines holding down bolts

21-6-44

Completion of fitting sea connections

28-5-44

Completion of pumping arrangements

14-7-44

Boilers fixed

30-5-44

Engines tried under steam

11-7-44

Main boiler safety valves adjusted

10-7-44

Thickness of adjusting washers

Lock nuts fitted.

Crank shaft material O.H. Steel

Lloyd's No. 2771

Identification Mark 18-4-44 HG LP

Thrust shaft material O.H. Steel

Lloyd's No. 8824

Identification Mark 18-4-44 H

Intermediate shafts, material O.H. Steel

Lloyd's No. 8848

Identification Mark 5-11-43 T.M.

No. 8872 4-12-43 T.M.

No. 8620 13-8-43 J.H.

Screw shaft, material O.H. Steel

Lloyd's No. 8389

Identification Mark 11-6-43 T.M.

Steam Pipes, material S.D. Steel

Test pressure 750 lbs.

Date of Test 28-6-44

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 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 specification 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. 7,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 7,44. 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 7,46.

Montreal fees charged in Montreal Report No.6146.

The amount of Entry Fee ... \$ : When applied for,  
Special (Vcr.) ... \$ 133.00 : 24<sup>th</sup> July 44  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$ 20.00 : 19.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ LMC 7.44 subject

2 WTB 250 lb (Spt 230 lb) - 20.00



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