

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1944

Date of writing Report **May 9, 1944.** When handed in at Local Office **April 22, 1944** Port of **Montreal, Que.**
 No. in Survey held at **Montreal, Que.** Date, First Survey **Mar. 28, 1944** Last Survey **April 19, 1944**
 Reg. Book **Single Screw Steamer "YOHO PARK"** (Number of Visits **Constant attendance**)
 Tons $\left\{ \begin{array}{l} \text{Gross} - 7163.61 \\ \text{Net} - 4220.33 \end{array} \right.$
 Built at **North Vancouver, B.C.** By whom built **North Van Ship Repairs, Ltd.** Yard No. **143** When built
 Engines made at **LACHINE, QUE.** By whom made **CANADIAN ALLIS-CHALMERS LIMITED** Engine No. **369** When made **1944**
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule **628** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

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 as per Rule **14.21"** Crank pin dia. **14 1/2"** Mid. length breadth - Thickness parallel to axis **9" & 9 1/2" on I.P.**
 as fitted **14.25"** Crank webs - shrunk Mid. length thickness - Thickness around eye-hole **7 1/8" & 7 5/8"**
 Intermediate Shafts, diameter as per Rule **13.53"** Thrust shaft, diameter at collars as per Rule **14.21"**
 as fitted **13.5"** as fitted **14.25"**
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule **15.07"** Is the ~~propeller~~ shaft fitted with a continuous liner **Yes**
 as fitted - as fitted **15.25"**
 Bronze Liners, thickness in way of bushes as per Rule **.76"** Thickness between bushes as per Rule **.57"** Is the after end of the liner made watertight in the propeller boss **Yes**
 as fitted **.78125"** as fitted **.68125"** 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 - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft **No**
 Propeller, dia **18 1/2" - 6"** Pitch **16 1/2" - 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) Pumps connected to the Main Bilge Line (No. and size) 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

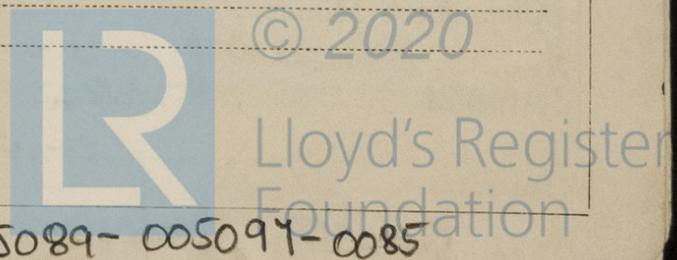
MAIN BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers
 Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 No. and Description of Boilers Working Pressure **250 lbs./sq.in. (Sph. 230 lbs./sq.in.)**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A 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
 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
Canadian Allis-Chalmers Limited

Manufacturer.



From March 28, 1944 to April 19, 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 8.4.44 31.3.44 3.4.44 Slides 8.4.44 31.3.44 3.4.44 Covers 8.4.44 31.3.44 3.4.44
 Pistons 8.4.44 3.4.44 31.3.44 Piston Rods 18.4.44 Connecting rods 5.1.44
 Crank shaft 18.4.44 Thrust shaft 18.4.44 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 No. 2771

Crank shaft material O.H. Steel Identification Mark H.P. 18.4.44 Thrust shaft material O.H. Steel Identification Mark H.P. 18.4.44
 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.

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 ... \$ 267:00
 Donkey Boiler Fee ... \$:50
 Travelling Expenses (if any) \$ 16:00
 When applied for, 18th March 1944
 When received, 24th July 1944

W. J. Hilditch
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 3 OCT 1944

Committee's Minute
 Assigned *see minute on 26. April*