

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 MAY 1944

Report of 3rd April, 1944 When handed in at Local Office 3rd April, 1944 Port of Vancouver, B. C.

Survey held at Vancouver, B. C. Date, First Survey 5th Feb., 1944 Last Survey 1st April, 1944 (Number of Visits 20)

on the Steel Single Screw Steam Tanker "QUETICO PARK" Tons Gross 6746.20 Net 4166.98

at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. Yard No. 137 When built 1944

Engines made at Montreal By whom made Dominion Engineering Works, Ltd. Engine No. 147 When made 1944

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler Nos. 651 & 654. When made 1944

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

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Use for which Vessel is intended Carrying Homogeneous Cargo of Petroleum in Bulk.

Engines, &c.—Description of Engines Triple Expansion - Superheat to 450° F. Revs. per minute 76
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 1/4" Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/4" Mid. length thickness -- Thickness around eye-hole 7.125"

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"

Propeller Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 15.07"
as fitted -- as fitted 15.25" Is the shaft fitted with a continuous liner Yes

Propeller Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565"
as fitted .78125" as fitted .68" Is the after end of the liner made watertight in the

propeller boss Yes - Rubber 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.

Are the liners 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
No If so, state type -- Length of Bearing in Stern Bush next to and supporting propeller 61"

Propeller, dia. 18'-6" Pitch 16' Mean No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.

Main Engines, No. None Diameter -- Stroke -- Can one be overhauled while the other is at work --
Auxiliary Engines, No. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Water Pumps (No. and size Two - 12" x 8" x 24" Pumps connected to the Main Bilge Line { No. and size 1-10" x 11" x 12" - G.S. Duplex, 1-10" x 11" x 12"
How driven Steam-Worthington Simplex Main Bilge Line { How driven Steam (2-4 1/2" Dia. M.E. Ram Fire & Bilge Duplex

Oil Pumps, No. and size 1-10" x 11" x 12" Steam Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None
two independent means arranged for circulating water through the Oil Cooler -- Suctions, connected to both Main Bilge Pumps and Auxiliary

Water Pumps;—In Engine and Boiler Room 1-3" Dia. P. & S. Cofferdam-Ford. 1-3" Dia. P. & S. Aft, 1-2 1/2" Dia. P. & S. in way of
Pump Room 1-2 1/2" Dia. P. & S. (Ford.) 1-2 1/2" Dia. in Hold, etc. No. 4 D.B. tanks.

Independent Power Pump Direct Suctions, No. and size One - 10" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
and size 2 - 5" Dia. (1 - P. & S.) 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 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

How are they protected None Air & Sounding How are they protected --
Are pipes pass through the deep tanks & cargo tanks - Pipes to D.B. tanks. 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
apartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from --

HEATING 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

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? --

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)

General Pumping Arrangements 22-4-43 Oil Fuel Burning Piping Arrangements 4-5-43
As Fitted Plan attached

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes

Is 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
WEST COAST SHIPBUILDERS LTD.

W.D.M. Lane
General Manager

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building:

- During progress of work in shops - See Montreal Report No. 6099
- During erection on board vessel - 1944. Feb. 5, 7, 12, 28. March 8, 13, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 28, 30, 31. April 1.

 Total No. of visits 20

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 15-3-44 Intermediate shafts 8-3-44
 Tube shaft Screw shaft 7-2-44 Propeller 7-2-44
 Stern tube 5-2-44 Engine and boiler seatings 28-2-44 Engines holding down bolts 28-2-44
 Completion of fitting sea connections 12-2-44
 Completion of pumping arrangements 23-3-44 Boilers fixed 28-2-44 Engines tried under steam 18-3-44
 Main boiler safety valves adjusted 18-3-44 Thickness of adjusting washers Lock nuts fitted
 Crank shaft material O.H. Steel Lloyd's No. 410 Thrust shaft material O.H. Steel Lloyd's No. 8735
 Identification Mark 3-1-44 MD M.D. 28-1-44
 Intermediate shafts, material O.H. Steel Lloyd's No. 4068 30-10-43 WS 4083 30-10-43 WS 4082 30-10-43 WS
 Identification Mark 4081 30-10-43 WS 4076 21-10-43 WS 7527 10-9-43 EER
 Screw shaft, material O.H. Steel Lloyd's No. 8778 30-9-43 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 7-3-44
 Identification Mark J.H.N.
 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 Tanker 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. "MOUNT BRUCE PARK" (Ver. Reg. No. 6048)

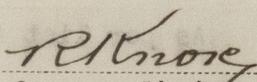
General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey of the Montreal, P.Q. Survey and installed on board under Special Survey in accordance with the approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and 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. Complete oil cargo pumping arrangements are fitted as per Wartime Shipbuilding Ltd. Plan T.M. 23, approved New York, April 13, 1943, with pump room forward and aft. A large duplex steam driven cargo oil pump is fitted in each pump room, also 1-9" x 6" x 10" duplex steam driven bilge pump in each pump room with suctions to:- 1-3½" dia. forepeak, 1-2" dia., ford. cofferdam, 1-2" dia. p. & s. each Nos. 1, 2, 3, 4 & 5 tween dks. way of cargo tanks, 1-2½" dia. each, thrust recess bilge, tunnel well bilge, cofferdam above tunnel recess aft p. & s., and cofferdam abaft Mac space p.s., also ford. and after pump rooms. A complete carbon dioxide fire extinguishing system is fitted in the machinery and boiler spaces operated from the upper deck. The Machinery has also been surveyed during construction and 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 *L.M.C. 3,44, Screw Shaft C.L. - 2 W.T. Boilers 250 lb. (Spt. 230 lb.) F.D. - Fitted for oil fuel 3,44, Flash point above 150 degrees Fah.

Mtl. Fees charged in Montreal Rpt. No. 6099

The amount of Entry Fee ... \$:	:	When applied for,
Special (Ver.) ... \$133.00	:	:	3 rd Apr., 1944
Donkey Boiler Fee ... \$:	:	When received,
Travelling Expenses (if any) \$ 20.00	:	:	19


 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 13 JUN 1944

Assigned

+ L.M.C. 4. 44 Subject



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