

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
 Book (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.
 Net Horse Power as per Rule 628 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.

GINES, & C.—Description of Engines Triple Expansion - Superheat to 450° F. Revs. per minute 76
 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" Crank pin dia. 14½" Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14½" 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"
 Main Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 15.07"
 as fitted -- as fitted 15.25" Is the {sub} shaft fitted with a continuous liner { Yes
 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.
 If so, state type -- 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 Pumps worked from the Main Engines, No. None Diameter -- Stroke -- Can one be overhauled while the other is at work --
 Auxiliary Pumps worked from the Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 Main Bilge Pumps (No. and size Two - 12" x 8" x 24" Pumps connected to the { 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 (2-4½" Dia. M.E. Ram Fire & Bilge Duplex
 Last 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
 Pumps;—In Engine and Boiler Room 1-3" Dia. P. & S. Cofferdam-Ford. 1-3" Dia. P. & S. Aft, 1-2½" Dia. P. & S. in way of
 Pump Room 1-2½" Dia. P. & S. (Ford.) 1-2½" Dia. in Hold, etc. No. 4 D.B. tanks.
 Stbd. (Aft) See General Remarks. (Auxiliary Bilge Pump only).
 In Water Circulating Pump Direct Bilge 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
 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
 all Sea Connections fitted direct on the skin of the ship No - To cast steel Are they fitted with Valves or Cocks Yes
 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
 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
 at Pipes pass through the bunkers None Air & Sounding How are they protected --
 at pipes pass through the deep tanks & cargo tanks-Pipes to D.B. Have they been tested as per Rule Yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 and Description of Boilers Two - Babcock Wilcox - W.T. Working Pressure 250 lb. (Spt. 230 lb.)
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? --
 the donkey boiler be used for domestic purposes only --
 Plans. Are approved plans forwarded herewith for Shifting in U.K. Main Boilers 17-7-43 Auxiliary Boilers -- Donkey Boilers --
 (If not state date of approval) Approved Plans
 Superheaters 17-7-43 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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008008-008019-0047

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 See Montreal Rpt. No. 6099 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 Identification Mark Lloyd's No. 410 Thrust shaft material O.H. Steel Identification Mark Lloyd's No. 8735

Intermediate shafts, material O.H. Steel Identification Mark Lloyd's No. 4068 30-10-43 WS 4083 30-10-43 WS 4082 30-10-43 WS

Screw shaft, material O.H. Steel Identification Mark Lloyd's No. 8778 30-9-43 WS 4076 21-10-43 WS 7527 10-9-43 EER

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. Ref. 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:- 1-3 1/2" dia. forepeak, 1-2" dia., fwd. cofferdam, 1-2" dia. p. & s. each Nos. 1, 2, 3, 4 & 5 tween dks. way of cargo tanks, 1-2 1/2" dia. each, thrust recess bilge, tunnel well bilge, cofferdam above tunnel recess aft p. & s., and cofferdam abaft Mac space p.s., also fwd. 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 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 M.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 : 3rd Apr., 44

Donkey Boiler Fee ... \$: When received,

Travelling Expenses (if any) \$ 20.00 : 19

Committee's Minute

Assigned

TUES. 13 JUN 1944

+ L.M.C. 4. 44 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

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