

Rpt. 4.  
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File Rpt.  
No. 6099

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 MAY 1944

Date of writing Report Feb. 1, 1944 When handed in at Local Office Jan. 15, 1944 Port of Montreal, Que.  
No. in Survey held at Montreal, Que. Date, First Survey Nov. 15, 1943. Last Survey Jan. 3, 1944  
Reg. Book on the S.S. "QUETICO PARK" (Number of Visits 38)  
Tons { Gross 7245.56  
Net 4166.98  
Built at Vancouver, B.C. By whom built West Coast Shipbuilders, Ltd. Yard No. 137 When built  
Engines made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Engine No. 147 When made 1943  
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" Crank webs Mid. length breadth - Thickness parallel to axis 9" & 9 1/2" on L.P.  
as fitted 14.25" Mid. length thickness - Thickness around eye-bolt 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"  
as fitted - as fitted 15.25" Is the {rule} screw shaft fitted with a continuous liner Yes  
Bronze Liners, thickness in way of bushes as per Rule .76" Thickness between bushes as per Rule .57"  
as fitted .78125" as fitted .68125" Is the after end of the liner made watertight in the  
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 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 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 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes  
Feed {No. and size  
Pumps {How driven  
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. (Spht. 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  
(If not state date of approval)  
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

Dominion Engineering Works Limited

Manufacturer.

Per H. Blum



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Foundation

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Dates of Survey while building

During progress of work in shops -- Nov. 15, 1943 to Jan. 3, 1944 (continuous visits)

During erection on board vessel --

Total No. of visits

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Dates of Examination of principal parts — Cylinders 14/12/43 Slides 14/12/43 Covers 14/12/43

Pistons 3/1/44 Piston Rods 3/1/44 Connecting rods 3/1/44

Crank shaft 3/1/44 Thrust shaft 28/12/43 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

Crank shaft material O.H. Steel Identification Mark Lloyd's No. 410 M.D. 3/1/44 Thrust shaft material O.H. Steel Identification Mark Lloyd's M.D. 28/1

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.)

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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.

The amount of Entry Fee ... \$ 30.00

Special ... \$ 267.00

Donkey Boiler Fee ... \$

Travelling Expenses (if any) \$ 8.50

When applied for, 15<sup>th</sup> Mch. 1944

When received, 3.4.44

19

M. Dickson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 13 JUN 1944

Assigned

See p. mach, r/f



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