

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 30th Sept., 1944 When handed in at Local Office 30th Sept., 1944 Port of Vancouver, B. C.  
 No. in Survey held at Vancouver, B. C. Date, First Survey 6th July, 1944 Last Survey 27th September, 1944  
 Reg. Book (Number of Visits 26)  
 on the Steel Single Screw Steamer "MOHAWK PARK" (Launched as "KOOTENAY PARK") Tons {Gross 7162.75  
 Net 4219.00  
 Built at Vancouver, B. C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 217 When built 1944  
 Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Ltd. Engine No. 374 When made 1944  
 Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. 721-722 When made 1944  
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada (Mgrs. Park Steamship Co. Ltd.) Port belonging to Montreal, P. Q.  
 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 14.21 as per Rule 14.21 for 230 lb. Crank pin dia. 14½" Crank webs shrunk Mid. length breadth --- Thickness parallel to axis 9" & 9½" L.P.  
 Intermediate Shafts, diameter 13.53 as per Rule 13.53 for 230 lb. Thrust shaft, diameter at collars 14.21 as per Rule 14.21 7½" Journal  
 Tube Shafts, diameter 13.5 as fitted 13.5 as per Rule 13.5 as fitted 14.25 as fitted 14.25  
 Screw Shaft, diameter 15.07 as per Rule 15.07 as fitted 15.25 as per Rule 15.25 as fitted 15.25  
 Bronze Liners, thickness in way of bushes .75" as per Rule .75" Thickness between bushes .68" as fitted .68" 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 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  
 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" x 11" x 12" (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 strands. 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 (S)) 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 Approved Plans 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  
 Burrard Dry Dock Company, Limited

Manufacturer.

President



© 2020

Lloyd's Register  
 Foundation

008743-008750-0132

See Montreal Report No. 6234

Dates of Survey while building  
During progress of work in shops --  
1944 July 6, 7, 18, 24, 26, 27, 28, 31 Aug. 2, 3, 8, 10, 12, 16, 24, 25, 29  
During erection on board vessel --  
Sept. 12, 18, 19, 20, 21, 23, 25, 26, 27  
Total No. of visits 26

Dates of Examination of principal parts — Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft 3 - 8 - 44 Intermediate shafts 3 - 8 - 44  
Tube shaft Screw shaft 7 - 7 - 44 Propeller 7 - 7 - 44  
Stern tube 6 - 7 - 44 Engine and boiler seatings 6 - 7 - 44 Engines holding down bolts 10 - 8 - 44  
Completion of fitting sea connections 6 - 7 - 44  
Completion of pumping arrangements 19 - 9 - 44 Boilers fixed 18 - 7 - 44 Engines tried under steam 12 - 9 - 44  
Main boiler safety valves adjusted 12 - 9 - 44 Thickness of adjusting washers Lock nuts fitted  
Crank shaft material O.H. Steel Identification Mark HGLP 5-6-44 Thrust shaft material O.H. Steel Identification Mark HGLP 6-6-44  
Intermediate shafts, material O.H. Steel Identification Mark Lloyd's No. 1801 EER 29-1-43 Lloyd's No. 3615 EER 16-3-43 Lloyd's No. 3613 EER 16-3-43  
Screw shaft, material O.H. Steel Identification Mark Lloyd's No. 1611 EER 12-1-43 Lloyd's No. 1609 EER 12-1-43 Lloyd's No. 1604 JHN 6-7-44  
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 good 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 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. 9,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 9,44. 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 9,46

Montreal fees charged in Montreal Report No. 6234.

The amount of Entry Fee ... \$ : When applied for,  
Special (Ver.) ... \$133.00 : 27th Sept 1944  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$ 20.00 : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 15 DEC 1944

The Assigned

+ LMC 9.44 subject



© 2020

Lloyd's Register Foundation