

Rpt. 4.

Incl. Rpt.
No. 6234Rpt. 4. **REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.**

Received at London Office

Date of writing Report June 28, 1944 When handed in at Local Office June 14, 44 Port of Montreal, Que.
No. in Survey held at Montreal, Que. Date, First Survey May 26, 1944 Last Survey June 6, 1944
Reg. Book. Constant attendance
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. 2177 When built
Engines made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS Engine No. 374 When made 1944
Boilers made at LACHINE, QUE. By whom made LACHINE, QUE. LIMITED 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 1/8"
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 screw 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 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 connected to the Main Bilge Line { No. and size
Pumps (How driven) { 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
Canadian Allis-Chalmers Limited

Per

Manufacturer.



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Lloyd's Register
Foundation

008743-008750-0133

From May 26, 1944 to June 6, 1944.

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	19.5.44	17.5.44	Slides	19.5.44	17.5.44	Covers	19.5.44	17.5.44
Pistons	19.5.44	17.5.44	16.5.44	Piston Rods	6.6.44	Connecting rods	26.5.44	
Crank shaft	5.6.44			Thrust shaft	6.6.44	Intermediate shafts		
Tube shaft				Screw shaft		Propeller		
Stern tube				Engine and boiler seatings		Engines holding down bolts		
Completion of fitting sea connections				Boilers fixed		Engines tried under steam		
Completion of pumping arrangements				Thickens of adjusting washers				
Main boiler safety valves adjusted				Lloyd's 3194				
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 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. & 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 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	When applied for,	
Special	£ 267.00	27 th July 1944	
Donkey Boiler Fee	£ 1.00	27.9.44	VCR
Travelling Expenses (if any)	£ 10.00	When received,	✓ RR

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

Committee's Minute
Assigned *Lee J. Machey rpt.*

FRI 15 DEC 1944