

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 NOV 1944

of writing Report **June 27, 1944** When handed in at Local Office **June 9, 1944** Port of **Montreal, Que.**

in **Survey held at Montreal, Que.** Date, First Survey **April 3, 1944** Last Survey **June 7, 1944**

eg. Book. **Constant attendance** (Number of Visits) Gross **6709.66** Net **4236.71**

on the **Single Screw Steamer "MOUNT ROBSON PARK"** Tons

uilt at **Vancouver, B.C.** By whom built **West Coast Shipbuilders, Ltd.** Yard No. **144** When built

Engines made at **LACHINE, QUE.** By whom made **DOMINION ENGINEERING WORKS LIMITED** Engine No. **172** When made **1944**

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

rade 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** **9" & 9 1/2"**

Crank shaft, dia. of journals as per Rule **14.21"** ✓ for 230 lb. Crank pin dia. **14 1/2"** ✓ Crank webs Mid. length breadth - Thickness parallel to axis **on L.P.**

as fitted **14.25"** Crank webs Mid. length thickness - shrunken Thickness around eye-hole **7 1/8" & 7 5/8"**

Intermediate Shafts, diameter as per Rule **13.53"** for 230 lb. 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

as fitted **.78125"** as fitted **.68125"** **Yes** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Solid**

propeller boss **Yes** 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**

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 Pumps (No. and size) Pumps connected to the 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

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 drum-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 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

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

Per *P. H. Van Batten*

Manufacturer.



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From April 3, 1944 to June 7, 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, Slides, Covers, Pistons, Piston Rods, Connecting rods, Crank shaft, Thrust shaft, 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, Main boiler safety valves adjusted, Boilers fixed, Engines tried under steam, Thickness of adjusting washers, Lloyd's 435

Crank shaft material O.H. Steel, Identification Mark B.H. 7.6.44, Thrust shaft material O.H. Steel, Identification Mark B.H. 23, 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 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 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.

Committee's Minute, Assigned

The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any)

When applied for, 27 July 1944, When received, 19

Committee's Minute, Assigned, see minute on Vcr 26 Apr.

Committee's Minute, Assigned, see minute on Vcr 26 Apr., Lloyd's Register Foundation

