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L.D.O.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 176170097 26 JUN 1944

Date of writing Report 31st May, 1944 When handed in at Local Office 31st May, 1944 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 21st February, 1944 Last Survey 30th May, 1944

Reg. Book on the Steel Single Screw Steamer "DORVAL PARK" (Number of Visits 34)

Tons { Gross 7162.70 Net

Yard No. 141 When built 1944

Engines made at Toronto, Ontario By whom made John Inglis Co. Ltd. Engine No. 291 When made 1944

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works Ltd. Boiler No. 671-672 When made 1944

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. (Mgrs. Park Steamship Co. Ltd., Montreal, P. Q.)

Tom. 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 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 for 230 lb. Crank pin dia. 14 1/2" Crank webs Mid. length breadth shrunk Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter as per Rule 13.53 for 230 lb. as fitted 13.5 Thrust shaft, diameter at collars as per Rule 14.21 as fitted 14.25 7 1/2" Pin 7 1/2" Journal

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15.07" as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75" as fitted .78125 Thickness between bushes as per Rule .565" 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

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

propeller, dia 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.

Red Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

Large 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 Two 12" x 8" x 24" Pumps connected to the Main Bilge Line No. and size Four (Two) 10" x 11" x 12" Two 4 1/2" Rams

How driven Steam Worthington Simplex Main Bilge Line How driven Duplex - Steam ME

Ballast Pumps, No. and size One-10"x11"x12" (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

Feed Pumps;—In Engine and Boiler Room One 3" P&S, one 3" thrust recess, one 2 1/2" tunnel well, one 3" P&S for'd.

in Pump Room One 2 1/2" 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,

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

All Sea Connections fitted direct on the skin of the ship No: To cast steel 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

Water Pipes pass through the bunkers None How are they protected

Water pipes pass through the deep tanks D.B. Air Pipes 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

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) Total Heating Surface of Boilers 9704 sq. ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both

Name 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?

Are approved plans forwarded herewith for Shafting in U.K. Main Boilers 17-7-43 Auxiliary Boilers Donkey Boilers

Superheaters 17-7-43 General Pumping Arrangements 6-7-43 Oil fuel Burning Piping Arrangements 9-7-43

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
NORTH VAN SHIP REPAIRS LIMITED

President

Manufacturer.



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Lloyd's Register
Foundation

March 29th, 1943 and subsequently per British Corporation Report dated 13th March, 1944 attached herewith.

Dates of Survey while building: During progress of work in shops - 13th March, 1944 attached herewith.
 During erection on board vessel - 1944 Feb. 21, 22, 23 & 28 March 14, 16, 20, 21 & 29 April 13, 20, 21, 24, 25 & 29
 May 1, 3, 4, 5, 6, 8, 9, 10, 11, 15, 16, 17, 18, 20, 22, 23, 25, 27 & 29
 Total No. of visits 34

Examined by British Corporation Surveyors

Dates of Examination of principal parts - Cylinders Slides Covers
 Pistons Connecting rods
 Crank shaft Thrust shaft 9 - 5 - 44 Intermediate shafts 9 - 5 - 44
 Tube shaft Screw shaft 14 - 3 - 44 Propeller 20 - 3 - 44
 Stern tube 16 - 3 - 44 Engine and boiler seatings 21 - 3 - 44 Engines holding down bolts 3 - 5 - 44
 Completion of fitting sea connections 21 - 3 - 44
 Completion of pumping arrangements 18 - 5 - 44 Boilers fixed 10 - 4 - 44 Engines tried under steam 19 - 5 - 44
 Main boiler safety valves adjusted 18 - 5 - 44 Thickness of adjusting washers Lock nuts fitted Lloyd's No. 6360
 Crank shaft material O.H. Steel Identification Mark Lloyd's No. 4080 10-20-43 W.S. Thrust shaft material O.H. Steel Identification Mark Lloyd's No. 4076 10-20-43 W.S.
 Intermediate shafts, material O.H. Steel Identification Mark Lloyd's No. 4065 10-20-43 W.S. Lloyd's No. 4075 10-20-43 W.S.
 Screw shaft, material O.H. Steel Identification Mark Lloyd's No. 3645 17-E-R-43 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 11-5-44
 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 Yes If so, have the requirements of the Rules been complied with Yes
 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 British Corporation Toronto Surveyors and installed on board under this Society's 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.* (5,44) Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel (5,44). Flash point above 150°F.

British Corporation Certificate dated 13th March, 1944 attached.

Committee's Minute

The amount of Entry Fee ... \$ 30.00 : When applied for, 29th May 1944
 Special (Brit. Corp.) \$ 267.00 :
 " L.R. (Ver.) \$ 133.00 :
 Donkey Boiler Fee \$: :
 L.R. (Ver.) \$ 20.00 :
 Travelling Expenses (if any) \$: :
 (Brit. Corp.) \$ 20.00 :
 TUES. 1 AUG 1944

J. Caldwell
 Engineer Surveyor to Lloyd's Register of Shipping

Assigned

LMC* 5,44 subpart
 2 NTS 250 lb (Spt 230 lb)
 F.D. L



The Surveyors are requested not to write on or below the space for Committee's Minutes.

Certificate to be sent to