

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 12th April 1945 When handed in at Local Office 12th April 1945 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 8th Dec., 1944 Last Survey 5th April, 1945
Reg. Book. (Number of Visits 37)

on the Steel Single Screw Steamer "SIMCOE PARK" Tons {Gross 7148.14
Net 4211.31

Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 151 When built 1945

Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Ltd. Engine No. 391 When made 1945

Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 779 When made 1945

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

Net Horse Power as per Rule 505 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 575°F. Revs. per minute 76

No. 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 13.99" Crank pin dia. 14.25" Crank webs Mid. length breadth - - Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter as per Rule 13.33" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14.25"

Propeller Shafts, diameter as per Rule - - as fitted - - Screw Shaft, diameter as per Rule 14.87" 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

Does 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

Are 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 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.

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

Indirect 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

Number of Pumps Two - 8" x 10 1/2" x 22" Pumps connected to the Main Bilge Line { No. and size One 10"x12"x10" Two 4 1/2" Dia. Rams

How driven Steam Weir Simplex Main Bilge Line { How driven Duplex Steam M.E.

Number of Pumps One 10"x12"x10" 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

Water Pumps;—In Engine and Boiler Room One 3"P&S in Eng. Rm., One 3"P&S in Blr. Rm., One 2"dia. Thrust Recess, One 2 1/2"

Water Pumps Tunnel Well In Holds, &c. One each P. & S. 3" dia. Nos. 1, 2, 3, 4, 5 Holds

Number of Pumps One 3"P&S No. 4 Dry Tank, One 3"P&S After Cofferdam, One 5"P&S Deep Tank

Number of Pumps One 9" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, and size One 5" Dia. Starb.

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 Yes

Are all Sea Connections fitted direct on the skin of the ship No some to C.S. stands 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 Yes

Do all Pipes pass through the bunkers D.B. Tank Air and Sounding Pipes How are they protected Steel casings

Do all pipes pass through the deep tanks D.B. Tank Air Pipes only 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 7140 sq. ft.

Are all Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All

Number and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per sq. inch

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 Approved

Are approved plans forwarded herewith for Shafting in U.K. Main Boilers 25-8-43 Auxiliary Boilers - - Donkey Boilers - -

(If not state date of approval) heaters 6-11-41 General Pumping Arrangements 15-9-43 Oil fuel Burning Piping Arrangements 15-9-43

SPARE GEAR.

Is 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. 6426 - S.S. "WINONA PARK"

W. G. Jordan Supt

The foregoing is a correct description
NORTH VAN SHIP REPAIRS LIMITED

D. G. Wood Secretary

Shipbuilders

Lloyd's Register Foundation
011877-011883-0032

See Montreal Report No. 6458 attached herewith.

Dates of Survey while building	During progress of work in shops - -			
		1944 Dec. 8, 13, 14, 29	1945 Jan. 5, 17, 18, 20, 22, 25	Feb. 19, 20, 21, 22, 23, 27, 29
	During erection on board vessel - - -	Mar. 1, 2, 3, 5, 7, 12, 13, 14, 15, 16, 17, 19, 20, 27, 28, 29 Apr. 2, 3, 4, 5		
Total No. of visits		37		

Dates of Examination of principal parts — Cylinders _____ Slides _____ Covers _____

Pistons _____ Piston Rods _____ Connecting rods _____

Crank shaft _____ Thrust shaft 15 - 3 - 45 Intermediate shafts 15 - 3 - 45

Tube shaft _____ Screw shaft 29 - 12 - 44 Propeller 20 - 1 - 45

Stern tube 18 - 1 - 45 Engine and boiler seatings 24 - 1 - 45 Engines holding down bolts 5 - 3 - 45

Completion of fitting sea connections _____ 24 - 1 - 45

Completion of pumping arrangements 23 - 2 - 45 Boilers fixed 26 - 1 - 45 Engines tried under steam 27 - 3 - 45

Main boiler safety valves adjusted 26 - 3 - 45 Port P. 5/8" S. 9/16" Cent. P. 15/32" S. 5/8" Stbd. P. 11/26" S. 1/2" Thickness of adjusting washers /

Crank shaft material O.H. Steel Lloyd's No. 6625 H.G.L.P. Lloyd's No. 2827 H.G. Identification Mark 20-12-44 Thrust shaft material O.H. Steel Lloyd's No. 2854 13-9-44

Intermediate shafts, material O.H. Steel Lloyd's 2418 20-9-44 EER Lloyd's 2915 26-9-44 EER Lloyd's 9262 25-8-44 Identification Marks

Screw shaft, material O.H. Steel Lloyd's No. 2406 A.S. Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 20-3-

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. "WINONA PARK" (Vcr. Report No. 6426)

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 *LMC 4,45 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. (Spt.) F.D. Fitted for Oil Fuel 4,45 Flash point above 150°F. subject to the mast head and sidelight wiring all other P.V.C. cables fitted on deck being examined within two years before the end of 4,47.

Montreal Fees charged in Montreal Report No. 6458.

The amount of Entry Fee ... £	:	:	When applied for,
Special Vcr. \$133.00	:	:	
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) Vcr. \$ 20.00	:	:	

6 Apr., 1945

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

FRI. 15 JUN 1945

Committee's Minute

Assigned

+ LMC 4,45 only paid
20 Ch



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Foundation

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.