

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 AUG 1944

Date of writing Report **21st June, 1944.** When handed in at Local Office **21st June, 1944.** Port of **Vancouver, B. C.**

No. in Survey held at **Victoria, B. C.** Date, First Survey **5th April,** Last Survey **6th June, 1944.**
Reg. Book (Number of Visits **27**)

on the **S.S. "SALT LAKE PARK".**

Tons { Gross **7166.01**
Net **4219.75**

Built at **Victoria, B. C.** By whom built **Victoria Machinery Depot Co. Ltd.** Yard No. **34** When built **1944.**

Engines made at **Lachine, Que.** By whom made **Canadian Allis-Chalmers** Engine No. **364** When made **1944.**

Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works** Boiler No. **(683) 684** When made **1944.**

Registered Horse Power **229** Owner **Minister of Munitions & Supply of Canada, Mgrs.-Park Steamships Ltd., Montreal.** Port belonging to **Montreal**

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 as per Rule **14.21"** Crank pin dia. **14½"** Crank webs Mid. length breadth **-** Thickness parallel to axis **9" & 9½" L.P.**
 as fitted **14½"** 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"**
 as fitted **-** as fitted **15.25"** Is the shaft fitted with a continuous liner { **Yes**
 Bronze Liners, thickness in way of bushes as per Rule **.75"** Thickness between bushes as per Rule **.565"** 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** Mean 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 Pumps { No. and size **Two - 12" x 8" x 24"** Pumps connected to the { No. and size **Four (Two) 10" x 11" x 12"** **Two rams**
 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. Ford.**
 In Pump Room & Aft Cofferdam **One 2½" P. & S.** In Holds, &c. **One 3" P. & S. Nos. 1, 2, 3, 4 and 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 **Yes - To cast steel 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 **steel** covering plate **Welded**
 What Pipes pass through the bunkers **None** How are they protected **-**
 What pipes pass through the deep tanks **No. 5 D.B. Tank 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 **-**) 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 lbs. (Spt. 230 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 **-**

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**

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 Victoria Machinery Depot Company, Limited
 Hugh Campbell
 Shipyard Manager

Manufacturer.



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See Montreal, P. Q. Report No. 6128.

Dates of Survey while building: 1944 - April 5, 6, 7, 13, 15, 18, 28. May 1, 3, 4, 6, 11, 12, 16, 18, 19, 20, 23, 26, 27, 30, 31. June 1, 2, 3, 5, 6.

Total No. of visits: 27

Dates of Examination of principal parts — Cylinders Slides Covers

Pistons Connecting rods

Crank shaft Thrust shaft 3-5-44 Intermediate shafts 18-4-44

Tube shaft Screw shaft 3-4-44 Propeller 3-4-44

Stern tube 17-3-44 Engine and boiler seatings 3-5-44 Engines holding down bolts 3-5-44

Completion of fitting sea connections 5-4-44

Completion of pumping arrangements 1-6-44 Boilers fixed 1-5-44 Engines tried under steam 19-5-44

Main boiler safety valves adjusted 31-5-44 Thickness of adjusting washers Locknuts fitted.

Crank shaft material O.H. Steel Identification Mark Lloyds 2358 24-2-44 B.H. Thrust shaft material O.H. Steel Identification Mark Lloyds 8784 24-2-44 B.H.

Intermediate shafts, material O.H. Steel Identification Marks Lloyds (7841 - 9-11-43 EER, 7131 - 9-11-43 EER, 7843 - 10-11-43 EER, 7826 - 5-11-43 EER, 7777 - 25-10-43 EER, 7827 - 5-11-43 EER.

Screw shaft, material O.H. Steel Identification Mark Lloyds 8627 13-8-43 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test (15-4-44, 15-5-44.

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" - Ver. Rpt. No. 594

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, P. Q. Surveyors and installed on board under Special Survey in accordance with the 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 construction and 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. 6-44, Screw Shaft C.L. 6-44, 2 W.T. Blrs., 250 lbs. (Supt. 230 lbs.) per sq. F.D., Fitted for oil fuel 6-44, Flash point above 150 degrees F.

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

Montreal Fees charged on Mtl. Rpt. No. 6128.

The amount of Entry Fee	Mtl. \$ 30.00	When applied for, 12 June, 1944
Special	Rept. \$ 267.00	
Donkey Boiler Fee	Vcr. \$ 135.00	When received, 19...
Travelling Expenses (if any)	Vcr. \$ 60.00	
	Mtl. \$ 13.50	

S. H. Boucher & J. Stewart
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute: TUES. 29 AUG 1944

Assigned: subject + LMC 6.44.22 Cl. 2 WTB 250 lb (230 lb)

