

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 AUG 1944

Date of writing Report April 13, 1944 When handed in at Local Office March 1, 1944 Port of Montreal, Que.

No. in Reg. Book Survey held at Montreal, Que. Date, First Survey Feb. 1, 1944 Last Survey Feb. 24, 1944 (Number of Visits Constant attendance

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 LIMITED Engine No. 364 When made 1944

Boilers made at VANCOUVER, B.C. By whom made VANCOUVER IRON WORKS. Boiler No. 653 684 When made 1944

Registered Horse Power 628 229 Owners MINISTER OF MUNITIONS & SUPPLY OF CANADA MRS - PARK STEAMSHIPS LTD. MONTREAL P.Q. 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 Revs. per minute 76

Dia. of Cylinders 24 1/2" x 37" 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. 1 1/2" Crank webs Mid. length breadth - sbrunk Thickness parallel to axis 9" & 9 1/2" on L.P.

Intermediate Shafts, diameter as per Rule 13.53" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 14.21" as fitted 14.25"

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

Bronze Liners, thickness in way of bushes as per Rule .76" as fitted .78125" Thickness between bushes as per Rule .57" as fitted .68125" 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 No If so, state type - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

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 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 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

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 [Signature]

Manufacturer.



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From Feb. 1, 1944 to Feb. 24, 1944 (Constant attendance)

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 15.2.44 12.2.44 9.2.44 Slides 15.2.44 12.2.44 9.2.44 Covers 15.2.44 12.2.44 9.2.44
Pistons 15.2.44 12.2.44 9.2.44 Piston Rods 24.2.44 Connecting rods 15.2.44
Crank shaft 24.2.44 Thrust shaft 24.2.44 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 Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material O.H. Steel Identification Mark B.H. 24.2.44 Thrust shaft material O.H. Steel Identification Mark B.H. 24.2.44
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. 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 been fitted with CAST STEEL CONNECTING RODS.
This ENGINE has now been shipped to VICTORIA, 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 ... \$ 30⁰⁰ :
Special ... \$ 267⁰⁰ :
Donkey Boiler Fee ... \$:
Travelling Expenses (if any) \$ 13⁵⁰ :
When applied for, 27th April 1944
When received, 12.6.44 VCR RB

B Hardy
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 29 AUG 1944

Assigned see minute on J.E. Rpt.



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