

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 AUG 1943

Date of writing Report 15th July, 1943 When handed in at Local Office 15th July, 1943 Port of Vancouver, B. C.

No. in Reg. Book. Survey held at North Vancouver, B. C. Date, First Survey 25th May, 1943 Last Survey 9th July, 1943

on the Steel Single Screw Steamer "GREEN GABLES PARK" (Number of Visits 24) Tons {Gross 7131.89  
Net 4245.33

Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 126 When built 1943

Engines made at Lachine, Que. By whom made Dominion Engineering Works, Ltd. Engine No. 97 When made 1943

Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. (470)  
(475)  
(480) When made 1943

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging to Canada.

Nom. Horse Power as per Rule 504 505 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 80

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 13.99" Crank pin dia. 14½" Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.  
as fitted 14½" Crank webs Mid. length thickness -- shrunk Thickness around eye-hole (7½" Pin  
(7½" Journal

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

Tube Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 14.87"  
as fitted -- as fitted 15.25" Is the {tube} 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"  
as fitted .78125" 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 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 mean. 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 4½" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size Two- (10"x7"x24") Pumps connected to the Main Bilge Line { No. and size Four (One) 10"x12"x10" (One) 9"x6"x10" Two Rams  
Pumps (How driven Steam Weir Simplex type How driven Duplex Steam Duplex Steam M.E.

Ballast Pumps, No. and size (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 Bilge Pumps;—In Engine and Boiler Room 1-3" Dia. Port, 1-3" Dia. Star in Blr. Rm., 1-3" Dia. Port, 1-3" Dia. Star in Pump Room  
1-2½" Dia. in tunnel well. In Eng. Rm., 1-2" Dia. in Thrust Recess. In Holds, &c. 1-4" Dia. to F.P., 1-3" Dia. P&S to Nos. 1-2-3-4 & 5

Holds, 1-4" Dia. to A.P.

Main Water Circulating Pump Direct Bilge Suctions, No. and size (One) 9" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size (One) 5" Dia. Star side

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 Yes. Main injection fitted to steel tube through D.B. tank.

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

What Pipes pass through the bunkers Steel air pipes to No. 4 D.B. tanks How are they protected Steel straps welded across frames. Under Limber Boards.

What pipes pass through the deep tanks No. 7 D.B. 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 7140 sq. ft.

Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three

No. 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 --

PLANS. Are approved plans forwarded herewith for Shafting Approved Plans in U.K. Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters Approved Plans in U.K. General Pumping Arrangements Oil fuel Burning Piping Arrangements

## 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. 5718 - S.S. "FORT ST. JAMES"

The foregoing is a correct description

NORTH VAN SHIP REPAIRS LIMITED

Assistant Manager.

Manufacturer.



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PIL

Dates of Survey while building

During progress of work in shops - -

See Montreal Report No. 5855

During erection on board vessel - -

1943. May 6, 8, June 1, 3, 5, 7, 8, 11, 12, 14, 16, 18, 19, 21, 29, 30.  
10, 13, 25.  
July 1, 2, 3, 7, 9.

Total No. of visits 24

Dates of Examination of principal parts - Cylinders

Pistons

Piston Rods

Slides

Covers

Crank shaft

See Montreal Report No. 5855

Thrust shaft

21st June, 1943

Connecting rods

Tube shaft

Screw shaft

6th May, 1943

Intermediate shafts

21st June, 1943

Stern tube

8th May, 1943

Engine and boiler seatings

13th June, 1943

Propeller

10th May, 1943

Completion of fitting sea connections

13th May, 1943

Engines holding down bolts 21st June, 1943

Completion of pumping arrangements

3rd July, 1943

Boilers fixed 13th June, 1943

Main boiler safety valves adjusted

30th June, 1943

Thickens of adjusting washers

P.B.L.F. 23/32 30th June, 1943  
G.B.L.F. 5/8 35/64 Sup. 2-3/16  
S.B.L.F. 35/64 35/64 2-3/16

Crank shaft material O.H. Steel

Lloyd's

Identification Mark 11-5-43

Thrust shaft material O.H. Steel

Lloyd's 3-5-43 H.S.

Intermediate shafts, material O.H. Steel

Lloyd's

Identification Mark 1719 22-1-43 EER

1791 28-1-43

1766 25-1-43 EER

8000 8-1-43 PW

Screw shaft, material O.H. Steel

Lloyd's

Identification Mark 8068

1761 22-1-43 EER

1772 25-1-43

8000 8-1-43 PW

Is an installation fitted for burning oil fuel

No

Is the flash point of the oil to be used over 150°F.

660 lbs. Date of Test 25th May

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

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

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel

S.S. "FORT ALEXANDRIA" (Ver. Rpt. No. 5755)

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 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 Merchant Shipping, 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. 7,43 Screw Shaft C.L. 3 S.B. (Spt.) 220 lbs. F.D.

Montreal fees charged in Montreal Report No. 5855

The amount of Entry Fee ... £  
Special (Ver.) ... \$133.00  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) \$ 20.00

When applied for, 8th July, 1943  
When received, 19

W.E. Baillie  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 SEP 1943

Assigned

+LMC 7.43 Spt. 30. CL



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