

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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of writing Report **May 22nd.** 19 **43** When handed in at Local Office **May 22nd.** 19 **43** Port of **Montreal, P.Q.**
 o. in Survey held at **Montreal, P.Q.** Date, First Survey **18th March 1943** East Survey **11th May** 19 **43**
 eg. Book.
 on the **S. S. "GREEN GABLES PARK"** (Number of Visits **30**)
 built at **North Vancouver, B.C.** By whom built **North Van Ship Repairs, Ltd.** Yard No. **126** Tons {Gross **7131.89**
 engines made at **Lachine, P.Q.** By whom made **Dominion Engineering Works Limited.** Engine No. **97** When built **1943** Net **4245.33**
 boilers made at By whom made Boiler No. When made.
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule **504** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
 Trade for which Vessel is intended

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ENGINES, &c.—Description of Engines. Triple Expansion
 Dia of Cylinders **24 1/2" x 37" x 70"** Length of Stroke **48"** No. of Cylinders **3** Revs. per minute **76**
 as per Rule **13.99"** Crank pin dia. **1 1/2"** Mid. length breadth. --- Thickness parallel to axis **9" & 9 1/2" I.P.**
 as fitted **1 1/2"** Crank webs Mid. length thickness. --- shrunk Thickness around eye-hole **7.125"**
 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 ~~shaft~~ screw shaft fitted with a continuous liner { **Yes** }
 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 **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 { No. and size
 Pumps { How driven
 Pumps connected to the { No. and size
 Main Bilge Line { 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
 Bilge Pumps;—In Engine and Boiler Room
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 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 **S**) Total Heating Surface of Boilers **7140 Square Feet**
 Which Boilers are fitted with Forced Draft **All Three** Which Boilers are fitted with Superheaters **All Three**
 No. and Description of Boilers **Three Single Ended Multitubular** Working Pressure **220 lbs./ Square 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. ---

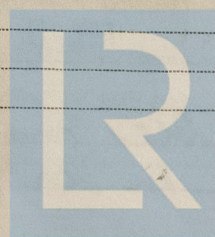
PLANS. Are approved plans forwarded herewith for Shafting. Main Boilers. Auxiliary Boilers. Donkey Boilers.
 (If not state date of approval)
 Superheaters. General Pumping Arrangements. Oil fuel Burning Piping Arrangements.

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
 DOMINION ENGINEERING WORKS LIMITED
 Per **W. A. Bather**

Manufacturer.



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Dates of Survey while building
During progress of work in shops - 18, 19, 20, 22, 24, 25, 26, 31 March, 1, 2, 5, 6, 8, 9, 10, 13, 15, 16, 19, 20, 22, 26, 27, 28
30 April, 3, 4, 5, 6, 11 May.
During erection on board vessel -
Total No. of visits

Dates of Examination of principal parts - Cylinders 3.3.43, 10.3.43
Pistons 3.3.43, 10.3.43
Piston Rods 11.5.43
Thrust shaft 3-5-43
Screw shaft
Engine and boiler seatings
Slides 3.3.43, 10.3.43
Connecting rods 11.5.43
Intermediate shafts
Propeller
Engines holding down bolts
Covers 3.3.43, 10.3.43
Boilers fixed
Engines tried under steam
Thickens of adjusting washers
Identification Mark 6571
Thrust shaft material O.H. Steel
Identification Mark 8150
Tube shaft, material
Identification Mark
Steam Pipes, material
Test pressure
Date of Test
Is an installation fitted for burning oil fuel No
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
General Remarks (State quality of workmanship, opinions as to class, &c. This ENGINE has been constructed under Special

Survey in accordance with the Rules and Approved Plans. The materials and workmanship are good.
The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.
This ENGINE has now been shipped to Vancouver, 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 sea trials.

The amount of Entry Fee \$ 30.00
Special \$ 267.00
Donkey Boiler Fee £ 7.00
Travelling Expenses (if any) \$ 7.00
When applied for, May 28 1943
When received, July 8 1943

Approved for H. G. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3 SEP 1943

Assigned
See minute
in Vol. 26, Rpt.