

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JAN 1944

Date of writing Report **6th. July 1943** When handed in at Local Office **1st. July 1943** Port of **Montreal, P.Q.**

No. in Survey held at **Montreal, P.Q.** Date, First Survey **3rd. May** Last Survey **29th. June 1943**
 Reg. Book. (Number of Visits **33**)

on the **STEEL SINGLE SCREW STEAM TANKER - "MOUNT ROYAL PARK"** Tons {Gross **7246**
 Net **4260**

Built at **VICTORIA, B.C.** By whom built **VICTORIA MACHINERY DEPOT CO. LTD.** Yard No. **29** When built **1943**
Dominion Engineering

Engines made at **Laohine, P.Q.** By whom made **Works Limited** Engine No. **108** When made **1943**

Boilers made at _____ By whom made _____ Boiler No. _____ When made _____

Registered Horse Power **628** Owners _____ Port belonging to _____

Nom. Horse Power as per Rule **504 645** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **76**

Dia 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"** as fitted **14 1/2"** Crank pin dia. **14 1/2"** Crank webs Mid. length breadth --- shrunk Thickness parallel to axis **9" 49 1/2" L.F.**
 as fitted **14 1/2"** Mid. length thickness --- Thickness around eye-hole **7.125**
7.625

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"**

Tube Shafts, diameter as per Rule --- as fitted --- Screw Shaft, diameter as per Rule **14.87"** as fitted **15.25"** Is the ~~shaft~~ 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** Solid

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Tight Fit**

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 ---

Propeller, dia. **18'-6"** Pitch **16'-0"** No. of Blades **4** Material **Bronze** whether Moveable **Solid** Length of Bearing in Stern Bush next to and supporting propeller **61"** 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 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 **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./Sq.In.**

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 _____

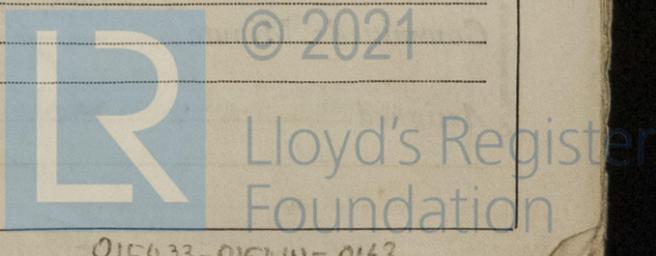
SPARE GEAR.

Has the spare gear required by the Rules been supplied _____

State the principal additional spare gear supplied _____

Originally intended for Ocean vessels at 220 lb. now fitted in a "trial" ship at 230 lb.

The foregoing is a correct description
 DOMINION ENGINEERING WORKS LIMITED,
 PER: *H. Van Batten* Manufacturer.



3, 5, 11, 13, 15, 19, 20, 21, 25, 26, 28, 29, 31, May. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 14, 16, 18

Dates of Survey while building
During progress of work in shops
During erection on board vessel
Total No. of visits

21, 22, 23, 24, 25, 28, 29 June.

Dates of Examination of principal parts - Cylinders 31.5.43, 18.6.43 Slides 31.5.43, 18.6.43 Covers 31.5.43, 18.6.43
Pistons 31.5.43, 18.6.43 Piston Rods 29.6.43 Connecting rods 29.6.43
Crank shaft 29-6-43 Thrust shaft 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 HS. 7825 29.6.43 Thrust shaft material O.H. Steel Identification Mark HS. 8309 21.6.43
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw 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 If so, state name of vessel S/S "FORT TADOUSSAC" & "FORT CHAM

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.

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 ... \$ 30.00 : When applied for,
Special ... \$ 267.00 : Aug 9, 1943
Donkey Boiler Fee ... £ : 5.10.43 VCR
Travelling Expenses (if any) \$ 5.00 : When received, RL
✓ 19

H. J. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 22 FEB 1944

Committee's Minute
Assigned See file machinery r/f/

