

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

8 MAR 1944

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Date of writing Report 3rd Jan. 1944 When handed in at Local Office 3rd Jan. 1944 Port of Vancouver, B.C.  
 No. in Survey held at North Vancouver, B.C. Date, First Survey 30th Sept. 1943 Last Survey 31st Dec. 1943  
 Reg. Book 643 628 (Number of Visits 27)  
 on the Steel Single Screw Steamer "KITSILANO PARK" Tons {Gross 7159.64  
 Net 4235.08  
 Built at North Vancouver, B.C. By whom built North Van Ship Repairs Ltd., Yard No. 135 When built 1943  
 Engines made at Lachine P.Q. By whom made Dominion Engineering Works Ltd. Engine No. 136 When made 1943  
 Boilers made at Vancouver, B.C. By whom made Vancouver Iron Works Ltd. Boiler No. 586,582 When made 1943  
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada Port belonging to (Managers, Park Steamship Co. Ltd.)  
 Nom. Horse Power as per Rule 643 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"x37"x70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals 13.99 14.21 as per Rule 14½" Crank pin dia. 14½" Crank webs Mid. length breadth Thrust shaft, diameter at collars 13.99 14.21 as per Rule 14.25"  
 Intermediate Shafts, diameter 13.33 13.53 as per Rule 13.5" as fitted 13.5" as fitted 14.25"  
 Tube Shafts, diameter 14.87" as per Rule 15.25" as fitted 15.25" Is the tube shaft fitted with a continuous liner Yes  
 Screw Shaft, diameter 15.25" as per Rule 15.25" as fitted 15.25"  
 Bronze Liners, thickness in way of bushes .75" as per Rule .75" as fitted .75" Thickness between bushes .68" as per Rule .68" 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 Continuous  
 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type Mean  
 Propeller, dia 18'-6" Pitch 16'-0" Mean 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 {No. and size Two 12"x8"x24" Pumps connected to the {No. and size Four (Two) 10"x11"x12" Two Rams  
 Pumps {How driven Steam, Worthington-Simplex Main Bilge Line {How driven Duplex-Steam M.E.  
 Ballast Pumps, No. and size One 10"x11"x12" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None  
 Are two independent means arranged for circulating water through the Oil Cooler Yes 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 Cofferdam; one 2½" P&S after Cofferdam; one 3" P&S Nos. 1,2,3,4 & 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 Yes  
 Are all Sea Connections fitted direct on the skin of the ship No. 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 stakehold 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 None How are they protected —  
 What pipes pass through the deep tanks 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 —

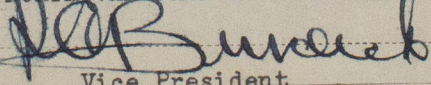
MAIN BOILERS, &c.— (Letter for record —) Total Heating Surface of Boilers 9704 sq. ft.  
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both  
 No. and Description of Boilers Two. Babcock & Wilcox W.T. Working Pressure 250 lbs. per sq. inch. (Spt 230 16.)  
 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 Plans in Main Boilers 17-7-43 Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) U.K.  
 Superheaters 17-7-43 General Pumping Arrangements 6-7-43 Oil fuel Burning Piping Arrangements 9-7-43  
 As fitted plan attached  
 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 foregoing is a correct description

NORTH VAN SHIP REPAIRS LIMITED



Vice President

Manufacturer.



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Lloyd's Register  
Foundation

W1648-0105



Dates of Survey while building  
During progress of work in shops - - - See Montreal Report No. 6049  
During erection on board vessel - - - 1943 Sept. 30, Oct. 1, 13, 19, 21, 27, 29, 30 Nov. 3, Dec. 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 17, 20, 21, 22, 28, 29, 30, & 31  
Total No. of visits 27

Dates of Examination of principal parts - Grinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft 13th December 1943 Intermediate shafts 13th December 1943  
Tube shaft Screw shaft 21st October 1943 Propeller 30th October 1943  
Stern tube 29th October 1943 Engine and boiler seatings 3rd November 1943 Engines holding down bolts 6th December 1943  
Completion of fitting sea connections 3rd November 1943  
Completion of pumping arrangements 21st Dec. 1943 Boilers fixed 5th Nov. 1943 Engines tried under steam 15th Dec. 1943  
Main boiler safety valves adjusted 15th Dec. 1943 Thickness of adjusting washers Compression P. Blr. A 1-5/16" Supl. 1-3/2" S. Br. A 1-7/16" Supl. 1-3/4"  
Crank shaft material O.H. Steel Identification Mark Lloyd's 7853 Thrust shaft material O.H. Steel Identification Mark Lloyd's 8348  
Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 8577 30-7-43 JHN Lloyds 7404 25-8-43 EER Lloyd's 7402 25-8-43 JHN  
Screw shaft, material O.H. Steel Identification Mark Lloyd's 8530 16-7-43 JHN Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 10th Dec/43  
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. 5942  
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 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 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. 12,43 Screw Shaft. C.L. 2-W.T. Blrs. (Spt) 250 lbs. per sq. inch F.D. Fitted for Oil fuel 12,43. Flash point above 150° F.

Montreal fees charged in Montreal Rpt. No. 6049  
The amount of Entry Fee ... \$ : When applied for,  
Special (Ver.) \$ 133.00 31st Dec. 1943  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$ 20.00 ✓ 19

W.C. Baillie & D.J. Ambrose  
Engineers/Surveyors to Lloyd's Register of Shipping.

Committee's Minute  
Assigned  
+ LMC 144  
J.D. CL