

R'pt. 4.

No. 6049

## RPT. 4 REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

7 MAR 1944

Date of writing Report **8th. Nov. 43** When handed in at Local Office **1st. Nov. 43** Port of **Montreal, P.Q.**  
No. in Survey held at **Montreal, P.Q.** Date, First Survey **16th. Sept.** Last Survey **1st. Nov. 1943**  
Reg. Book **Steel** (Number of Visits **31**)  
on the **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  
Engines made at **Lachine, P.Q.** By whom made **Dominion Engineering Works Limited** Engine No. **136** When made **1943**  
Boilers made at By whom made Boiler No. When made  
Registered Horse Power Owners Port belonging to  
Nom. Horse Power as per Rule **643** **628** 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 **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"** **14.21** Crank pin dia. **14½"** Crank webs Mid. length breadth **--** Thickness parallel to axis **9" & 9½" L.P.**  
as fitted **14½"** Mid. length thickness **--** Thickness around eye-hole **7.125"**  
Intermediate Shafts, diameter as per Rule **13.33"** **13.53** Thrust shaft, diameter at collars as per Rule **13.99"** **14.4** **7.625"**  
as fitted **13.5"** as fitted **14.25"**  
Tube Shafts, diameter as per Rule **--** Screw Shaft, diameter as per Rule **14.87"** **15.07** Is the **screw** shaft fitted with a continuous liner **--**  
as fitted **--** as fitted **15.25"** **Yes**  
Bronze Liners, thickness in way of bushes as per Rule **.75"** Thickness between bushes as per Rule **.565"** Is the after end of the liner made watertight in the  
as fitted **.78125"** as fitted **.68"** 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 **4½"** Stroke **26"** Can one be overhauled while the other is at work **Yes**  
Feed {No. and size Pumps connected to the {No. and size  
Pumps {How driven 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 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  
IS A REPORT ON MAIN BOILERS NOW FORWARDED?  
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. Van Satter*

Manufacturer.



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W1648-0106



Dates  
of Survey  
while  
building

During progress of  
work in shops

During erection on  
board vessel

Total No. of visits

16,17,20,21,22,23,24,27,28,30 September. 1,2,4,5,6,7,8,12,13,14,16,18,20,

21,22,25,26,27,28,29 October. 1st November, 1943.

Dates of Examination of principal parts — Cylinders 16.8.43, 4.10.43 22.10.43 Slides 16.8.43, 4.10.43 22.10.43 Covers 16.8.43, 4.10.43 22.10.43

Pistons 16.8.43, 4.10.43 22.10.43 Piston Rods 1.11.43 Connecting rods 1.11.43

Crank shaft 1.11.43 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. 7853 1.11.43 Thrust shaft material O.H. Steel Identification Mark HS. 8348 25.10.43

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 SS. "FORT TADOUSSAC" & "FORT CHAMPELAIN"

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 been fitted with Cast Steel CONNECTING RODS.

The 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 ... \$  
Travelling Expenses (if any) \$ 8.50

When applied for,

Dec 10 1943

31.12.43

When received,

✓ 19

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

Committee's Minute

Assigned

see minute  
on 18.11.43

FRI. 17 MAR 1944



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