

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. **3 MAR 1944**

Report of writing Report **29th. Oct. 1943** When handed in at Local Office **25th. Oct. 1943** Port of **Montreal, P.Q.**

No. in **Survey held at Montreal, P.Q.** Date, First Survey **1st. Oct. 1943** Last Survey **26th. Oct. 1943**

eg. Book **Steel Single Screw Steam Tanker "SILVER STAR PARK"** (Number of Visits. **Continuous Attendance**)

on the **Tons** **Gross 6750.01**
Net 4184.37

uilt at **Vancouver, B.C.** By whom built **West Coast Shipbuilders, Ltd.,** Yard No. **132** When built

gines made at **Lachine, P.Q.** By whom made **Canadian Allis-Chalmers Limited** Engine No. **255** When made **1943**

oilers made at By whom made Boiler No. When made

egistered Horse Power. Owners Port belonging to

om. Horse Power as per Rule **504** **628** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

rade 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"** Crank pin dia. **14½"** Crank webs Mid. length breadth **--** Thickness parallel to axis **9" & 9½" LP**
as fitted **14½"** Mid. length thickness **--** Thickness around eye-hole **7.125"**
7.625"

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"** Is the **shaft** fitted with a continuous liner **Yes**
as fitted **--** as fitted **15.25"** as fitted **15.25"**

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 **18½-6"** Pitch **16½-0"** 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 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
CANADIAN ALLIS-CHALMERS LIMITED
PER **L. P. Brady Works Manager** Manufacturer.

During progress of work in shops - - - From 1st October to 26th October 1943.
During erection on board vessel - - -
Dates of Survey while building
Total No. of visits Continuous Attendance

Dates of Examination of principal parts - Cylinders 14.10.43, 13.10.43 14.10.43, 13.10.43 14.10.43, 13.10.43
Pistons 14.10.43, 13.10.43 9.10.43 Slides 9.10.43 Covers 14.10.43, 13.10.43
Piston Rods 22.10.43 Connecting rods 30-9-43
Crank shaft 25.10.43 Thrust shaft 22.10.43 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 BH. 1638 25.10.43 Thrust shaft material O.H. Steel Identification Mark BH. 5689 22.10.43
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 CHA

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 Pl

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.

Certificate to be sent to

The amount of Entry Fee ... \$ 30.00

Special ... \$ 267.00

Donkey Boiler Fee ... \$ 11.00

Travelling Expenses (if any) ... \$ 11.00

When applied for,

Nov. 11, 1943

When received,

28.12.43

VER.

PL

B. Landy.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 31 MAR 1944

Assigned See Ver 6069



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Foundation