

mal. Rpt. 6030
No.

pt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **3 MAR 1944**

Date of writing Report **29th. Oct. 1943** When handed in at Local Office **25th. Oct. 1943** Port of **Montreal, P.Q.**
 Date, First Survey **1st. Oct. 1943** Last Survey **26th. Oct. 1943**
 Name of Vessel **Steel Single Screw Steam Tanker "SILVER STAR PARK"** (Number of Visits **Continuous Attendance**)
 Tons **Gross 6750.01**
Net 4184.37
 Built at **Vancouver, B.C.** By whom built **West Coast Shipbuilders, Ltd.,** Yard No. **132** When built
 Engines made at **Lachine, P.Q.** By whom made **Canadian Allis-Chalmers Limited** Engine No. **255** 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 **504** **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"** 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"**
 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 ~~rod~~ shaft fitted with a continuous liner **Yes**
 as fitted **--** 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 Pumps (No. and size) Pumps connected to the Main Bilge Line (No. and size)
 (How driven) (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.

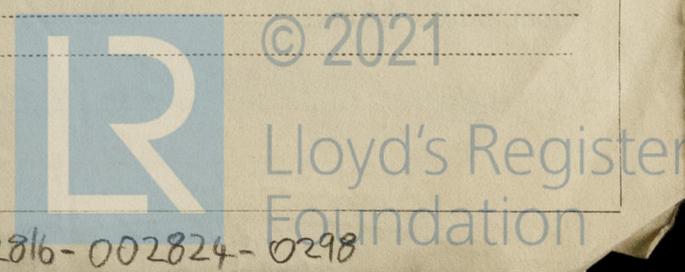
Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, 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
 Working Pressure
 No. and Description of Boilers
 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.



002816-002824-0298

From 1st October to 26th October 1943.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits Continuous Attendance

Dates of Examination of principal parts - Cylinders 14.10.43, 13.10.43 9.10.43 Slides 14.10.43, 13.10.43 9.10.43 Covers 14.10.43, 13.10.43 9.10.43

Pistons 9.10.43 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 Boilers fixed Engines tried under steam

Completion of pumping arrangements 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 CHARLES"

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 Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$ 30.⁰⁰

Special ... \$ 267.⁰⁰

Donkey Boiler Fee ... \$

Travelling Expenses (if any) \$ 11.⁰⁰

When applied for, Nov. 11, 1943

When received, 28.12.43

VER. PL

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

Committee's Minute FRI 31 MAR 1944

Assigned See Ver 6069