

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

23 MAR 1944

Received at London Office

22 MAR 1944

Date of writing Report **7th Feb. 1944** When handed in at Local Office **7th Feb. 1944** Port of **Vancouver, B.C.**  
 No. in **D.O.** Survey held at **Vancouver, B.C.** Date, First Survey **Oct 25/43** Last Survey **3rd Feb. 1944**  
 Reg. Book (Number of Visits **28**)  
 on the **Steel Single Screw Steamer "M E W A T A P A R K"** Tons { Gross **7160.59**  
 Net **4244.75**  
 Built at **North Vancouver, B.C.** By whom built **Burrard Dry Dock Co. Ltd.** Yard No. **198** When built **1944**  
 Engines made at **Lachine, P.Q.** By whom made **Canadian Allis Chalmers** Engine No. **256** When made **1944**  
 Boilers made at **Vancouver, B.C.** By whom made **Vancouver Iron Works Ltd.** Boiler No. **593,596** When made **1944**  
 Registered Horse Power **229** Owners **Minister of Munitions & Supply of Canada. (Mgrs. Park Steamship Co. Ltd. Montreal)** Port belonging to **Montreal, P.Q.**  
 Nom. Horse Power as per Rule **628** 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" x 37" x 70"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**  
 Crank shaft, dia. of journals as per Rule **14.21** Crank pin dia. **14½"** Mid. length breadth **—** Thickness parallel to axis **9" & 9½" LP.**  
 as fitted **14½"** Crank webs Mid. length thickness **—** Thickness around eye-hole **7½" Pin**  
 Intermediate Shafts, diameter as per Rule **13.53** Thrust shaft, diameter at collars as per Rule **14.21** **7½" Journal**  
 as fitted **13.5** as fitted **14.25**  
 Tube Shafts, diameter as per Rule **15.07** Is the { tube } shaft fitted with a continuous liner { **Yes**  
 as fitted **15.25** { screw }  
 Screw Shaft, diameter as per Rule **.75** as per Rule **.565**  
 as fitted **.78125** 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 **—** 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 **Two 12" x 8" x 24"** Pumps connected to the { No. and size **Four (Two) 10" x 11" x 12"** Two **4½"** 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 **—** 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 for'd.**  
 In Pump Room **One 2½" P&S after Cofferdam** In Holds, &c. **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 stokehold 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 **Welded**  
 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 lb. (Spt 230 lb.)**  
 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 **in U.K.** Main Boilers **17-7-43** Auxiliary Boilers **—** Donkey Boilers **—**  
 (If not state date of approval)  
 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

Burrard Dry Dock Company, Limited

Shipbuilder  
Manufacturer

President



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Lloyd's Register  
Foundation

003467-003473-0179



Dates of Survey while building  
During progress of work in shops - - See Montreal Report No. 6067  
During erection on board vessel - - 1943 Oct. 25, 26, Nov. 10, 12, 20, 24, Dec. 1, 13, 14, 16, 23, 29, 30, 1944 Jan. 3, 4, 8, 18, 19, Jan. 21, 22, 24, 26, 27, 28. Feb. 1, 2 & 3  
Total No. of visits 28

Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft 14th Dec. 1943 Intermediate shafts 14th Dec. 1943  
Tube shaft Screw shaft 26th Oct. 1943 Propeller 26th Oct. 1943  
Stern tube 25th Oct. 1943 Engine and boiler seatings 25th Oct. 1943 Engines holding down bolts 14th Dec. 1943  
Completion of fitting sea connections 20th Nov. 1943  
Completion of pumping arrangements 22nd Jan. 1944 Boilers fixed 14th Dec. 1943 Engines tried under steam 21st Jan. 1944  
Main boiler safety valves adjusted 21st Jan. 1944 Thickness of adjusting washers Lock nuts fitted  
Crank shaft material O.H. Steel Lloyd's 648 B.H. Identification Mark 3-11-43 Thrust shaft material O.H. Steel Lloyd's 7193 B.H. Identification Mark 3-11-43  
Intermediate shafts, material O.H. Steel Lloyd's 8481 J.H.N. Identification Marks 8475 29-6-43 Tube shaft, material O.H. Steel Lloyd's 8462 J.H.N. Identification Mark 8490 29-6-43  
Screw shaft, material O.H. Steel Lloyd's 5520 EER Identification Mark 24-6-43 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 8th Jan. 1944  
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 the approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are examined 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 and examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Shipbuilding, 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. 2-44, Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 2-44, Flash point above 150°F.

Montreal fees charged in Montreal Report No. 6067

The amount of Entry Fee ... \$ : When applied for,  
Special (Ver.) ... \$ 133.00 : 3rd Feb. 44  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$ 20.00 : 19

W.B. Baillie  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 14 APR 1944

Assigned

+LMC 2.44 subject  
S.D. CL 2 WTB 150 lb  
(Spt 230 lb)



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