

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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 Reg. Book Survey held at Vancouver, B.C. Date, First Survey Oct 25/43 Last Survey 3rd Feb. 1944 (Number of Visits 28)

on the Steel Single Screw Steamer "MEWATA PARK" 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 24 1/2" 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 as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs Mid. length breadth sbrunk Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter as per Rule 13.53 as fitted 13.5" Thrust shaft, diameter at collars as per Rule 14.21 as fitted 14.25"

Tube Shafts, diameter as per Rule 15.07 as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75 as fitted .78125 Thickness between bushes as per Rule .565 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

Propeller, dia. 18'-6" Pitch 16'-0" 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 Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps (No. and size Two 12" x 8" x 24" Pumps connected to the Main Bilge Line (No. and size Four (Two) 10" x 11" x 12" Two 4 1/2" Rams How driven Steam Worthington Simplex Main Bilge Line How driven Duplex - Steam M.E.

Balast 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 2 1/2" tunnel well, one 3" P&S for'd.

Cofferdam One 2 1/2" 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

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

President

Shipbuilder Manufacturer



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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, Jan. 3, 4, 8, 18, 19, 1944
 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.A. CL 2 WTB 150lb
 (Spt 230lb)



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