

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 MAR 1944

Date of writing Report 23rd Nov. 1943 When handed in at Local Office 18th Nov. 1943 Port of Montreal, P.Q.
 Date, First Survey 14th October Last Survey 3rd November 1943
 Survey held at MONTREAL, QUE.
 Name of Vessel Single Screw Steamer "MEWATA PARK" (Number of Visits Constant Attendance)
 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
 Engines made at Laohine, P.Q. By whom made Canadian Allis-Chalmers Company Limited Engine No. 256 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 640 628 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 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 13.99" 14.21 for 230 lb. Crank pin dia. 14 1/2" Crank webs Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P.
 as fitted 14 1/2" 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" 14.21 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 xxx 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 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes
 Feed Pumps (No. and size _____) Pumps connected to the _____ (No. and size _____)
 (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 _____

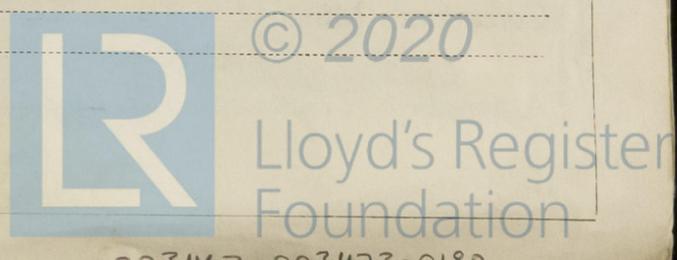
MAIN BOILERS, &c.— (Letter for record _____) Total Heating Surface of Boilers _____
 Which Boilers are fitted with Forced Draft _____ Which Boilers are fitted with Superheaters _____
 No. and Description of Boilers _____ Working Pressure _____
IS A REPORT ON MAIN BOILERS NOW FORWARDED? _____
IS A DONKEY 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.

Is 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

Manufacturer.



From October 14th to November 3rd, 1943

Dates of Survey while building

Total No. of visits Constant Attendance -

Dates of Examination of principal parts - Cylinders 21,10,43, 19,10,43 Slides 21,10,43, 23,10,43 Covers 21,10,43, 23,10,43
Pistons 19,10,43, 21,10,43, 23,10,43 Piston Rods 3-11-43 Connecting rods 25-10-43
Crank shaft 3-11-43 Thrust shaft 3-11-43 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. 3-11-43 Thrust shaft material O.H. Steel Identification Mark BH. 3-11-43
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 CH
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) \$ 12.50

FRI. 14 APR 1944

Committee's Minute

Assigned

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



For S.S.O.F. see Beaton Part (No. 6011)

Certificate to be sent to

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