

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 14th June 1945 When handed in at Local Office 14th June 1945 Port of Vancouver, B. C.
 No. in Survey held at North Vancouver, B.C. Date, First Survey 23rd Jan., 1945 Last Survey 8th June 1945
 Reg. Book on the Steel Single Screw Steamer "HIGHLAND PARK" (Number of Visits 38) Tons { Gross 7149.58
 Net 4214.21
 Built at North Vancouver, B. C. By whom built North Van Ship Repairs Ltd. Yard No. 152 When built 1945
 Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Ltd. Engine No. 393 When made 1945
 Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works Ltd. Boiler No. 822 When made 1945
 Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada (Mgrs. Park Steamship Co. Ltd.) Port belonging to Montreal, P. Q.
 Nom. Horse Power as per Rule 505 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 575°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 13.99" Crank pin dia. 14.25" Crank webs Mid. length breadth - Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14.25" Mid. length thickness - Thickness around eye-hole 7½" Pin
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99" 7½" Journal
 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 per Rule .565"
 Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .68" Is the after end of the liner made watertight in the
 propeller boss Yes as fitted .78125" as fitted .68" Continuous
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Tight Fit
 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 mean 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 - 8" x 10½" x 22" Pumps connected to the {No. and size One 10" x 12" x 10" Two 4½" Dia. Rams
 pumps {How driven Steam Weir Simplex Main Bilge Line {How driven Duplex Steam M.E.
 Ballast Pumps, No. and size One 10" x 12" x 10" 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 in Eng. Rm., One 3" P&S in Blr. Rm., One 2" dia. Thrust Recess, One 2½"
Pump Room-Tunnel Well In Holds, &c. One each P. & S. 3" dia. Nos. 1, 2, 3, 4, 5 Holds
One 3" P&S No. 4 Dry Tank, One 3" P&S After Cofferdam, One 5" P&S Deep Tank
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 9" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 5" Dia. Starb. 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 some to C.S. 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 Yes
 What Pipes pass through the bunkers D.B. Tank Air and Sounding Pipes How are they protected Steel casings
 What pipes pass through the deep tanks D.B. Tank Air Pipes only 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 s) Total Heating Surface of Boilers 7140 sq. ft.
 Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All
 No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per sq. inch
 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 Approved in U.K. Main Boilers 25-8-43 Auxiliary Boilers - Donkey Boilers -
 Superheaters 6-11-41 General Pumping Arrangements 15-9-43 Oil fuel Burning Piping Arrangements 15-9-43

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied -

As per List forwarded with Vancouver Report No. 6426 - S.S. "WINONA PARK"

The foregoing is a correct description

Shipbuilders
Manufacturers

W. L. Jordan
Lloyd's Register
Foundation

003513-003524-0267

Dates of Survey while building
During progress of work in shops - See Montreal Report No. 6463 attached herewith.
During erection on board vessel - 1945 Jan. 23, 27, 31 Feb. 1, 14, 20, 21, 22 March 1, 15
Apr. 2, 10, 25, 30 May 1, 2, 3, 4, 5, 9, 11, 14, 15, 16, 17, 18, 19, 22, 24, 25, 28, 30, 31 June 2, 6, 7, 8
Total No. of visits 38

Dates of Examination of principal parts - Cylinders Slides Covers
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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 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
General Remarks (State quality of workmanship, opinions as to class, &c.)

See Montreal Report No. 6463
Thrust shaft 19 - 5 - 45
Screw shaft 1 - 2 - 45
Engine and boiler seatings 1 - 3 - 45
Engines holding down bolts 25 - 4 - 45
Engines tried under steam 24 - 5 - 45
Thickens of adjusting washers Port P. 7/16" S. 1/2" Cent. 8.11/16" Stbd. 8.11/16"
Lloyd's No. 7036 18-1-45 HGLP
Lloyd's 5974 8-8-44 EER Lloyd's 2305 11-8-44 EER Lloyd's 5994 9-8-44 EER
Lloyd's 8000 3-8-44 EER Lloyd's 2302 9-8-44 EER Lloyd's 7999 3-8-44 EER
Lloyd's 2935 2-10-44 EER
S.D. Steel Test pressure 660
Date of Test 15-5-45
Yes
Yes
No
No
Yes
S.S. "SELKIRK PARK" (Ver. Report No. 6479)

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 approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good 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, examined and found satisfactory. The machinery has also been surveyed during 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 LMC 6,45 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. (Spt.) F.D. Fitted for Oil Fuel 6,45 Flash point above 150°F. subject to the mast head and sidelight wiring all other P.V.C. cables fitted on deck being examined within two years before the end of 6,47.

Montreal Fees charged in Montreal Report No. 6463

The amount of Entry Fee ... \$: When applied for,
Special Ver. ... \$ 133.00 : 12 June 1945
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) \$ 20.00 : 19

Committee's Minute 10 AUG 1945

The Assigned + LMC 6,45 Subject
Fitted for Oil Fuel 6,45 Flash Point Above 150°F. F.D. C.L. Sph.

J. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping.



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