

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

"FORT

IN D.O.

Date of writing Report 18th Oct., 1944 When handed in at Local Office 18th Oct., 1944 Port of Vancouver, B. C.

No. in Survey held at Vancouver, B. C. Date, First Survey 25th July, 1944 Last Survey 2nd October, 1944

Reg. Book on the Steel Single Screw Steamer "WESTON PARK" (Number of Visits 25) Tons { Gross 7161.36 Net 4236.39

Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. Yard No. 145 When built 1944

Engines made at Montreal By whom made Canadian Allis-Chalmers, Ltd. Engine No. 377 When made 1944

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler Nos. 729 &amp; 730. When made 1944

Registered Horse Power 229 Owners Minister of Munitions &amp; Supply of Canada. (Mgrs. - Park Steamship Co. Ltd.) 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 as fitted 14½" Crank pin dia. 14½" Crank webs Mid. length breadth — shrunk Thickness parallel to axis 9" & 9½" L.P. 7½" Pin 7½" Journal

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 — as fitted — Screw Shaft, diameter as per Rule 15.07 as fitted 15.25" Is the 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" 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 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" x 11" x 12" (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. Cofferdam, 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 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 As Approved.

Are all Sea Connections fitted direct on the skin of the ship No: To cast steel 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 Shifting 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  
WEST COAST SHIPBUILDERS LTD.

Manufacturer.

W. S. M. Lazenby  
General Manager



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Lloyd's Register  
Foundation

004789-004792-0375



Dates of Survey while building  
During progress of work in shops - See Montreal Report No. 6290  
During erection on board vessel - 1944. July 25, 26. August 7, 9, 14, 16, 21, 25, 28, 30. Sept. 1, 5, 7, 8, 11, 13, 15, Sept. 20, 21, 25, 28, 29, 31. Oct. 2.  
Total No. of visits 25

Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Piston Rods  
Crank shaft See Montreal Report No. 6290 Thrust shaft 13-9-44 Connecting rods  
Tube shaft Screw shaft 26-7-44 Intermediate shafts 5-9-44  
Stern tube 25-7-44 Engine and boiler seatings 14-8-44 Propeller 26-7-44  
Engines holding down bolts 13-9-44  
Completion of fitting sea connections 2-8-44  
Completion of pumping arrangements 25-9-44 Boilers fixed 14-8-44 Engines tried under steam 15-9-44  
Main boiler safety valves adjusted 15-9-44 Thickness of adjusting washers lock nuts fitted.  
Crank shaft material O.H. Steel Lloyd's No. 4500 Thrust shaft material O.H. Steel Lloyd's No. 8970  
Intermediate shafts, material O.H. Steel Lloyd's No. 8941 13-4-44 EER No. 5725 12-5-44 EER 5754 16-5-44 EER  
Screw shaft, material O.H. Steel Lloyd's No. 8351 No. 5730 12-5-44 EER No. 5749 16-5-44 EER 5713 9-5-44 EER  
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 No 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 No  
Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "FORT COLUMBIA" (Vanc. Report 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 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 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. 10,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 10,44. Flash point above 150°F., subject to the mast head and sidelight wiring and all other P.V.C. cables fitted on deck, being examined within two years before the end of 10,46.

Montreal fees charged in Montreal Report No. 6290.

The amount of Entry Fee \$ :  
Special (Ver.) \$ 133.00  
Donkey Boiler Fee \$ :  
Travelling Expenses (if any) \$ 20.00

When applied for, 3rd Oct. 1944  
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Fri. 15 DEC 1944

Assigned 7 LMC 10.44 subject