

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office... 7th Sept., 1943 Port of Vancouver, B. C. 5942 AON 91

No. in Survey held at Vancouver, B. C. Date, First Survey 12th June, 1943 Last Survey 28th August, 1943

Reg. Book. on the Steel Single Screw Steamer "WASCANA PARK" Tons {Gross 7152.20 Net 4239.68

Built at Vancouver, B. C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 183 When built 1943

Engines made at Toronto, Ont. By whom made John Inglis Co. Ltd. Engine No. 273 When made 1943

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. (489) (490) When made 1943

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada (Mgrs. Park Steamships Ltd., Montreal) Port belonging to --

Nom. Horse Power as per Rule 636 628 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 13.99 as fitted 14 1/2" Crank pin dia. 14 1/2" Mid. length breadth -- Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter as per Rule 13.33 as fitted 13.5 Thrust shaft, diameter at collars as per Rule 13.99 as fitted 14.25

Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.87 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 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

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 --

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 (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 Rams How driven Steam Worthington Simplex Main Bilge Line 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 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

In Pump Room For'd & Aft Cofferdams In Holds, &c. (One) 3" P&S Nos. 1, 2, 3, 4 & 5 Holds. (One) 4" P&S No. 1 & No. 2 Deep Tanks, (One) 6" P&S No. 3 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 Yes. Main injection fitted to steel tube through D.B. 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. None How are they protected --

What pipes pass through the deep tanks Bilge, ballast & 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 lbs. per sq. inch (E.H. 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

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

Centarson
President

Manufacturer.



16220-59420-59420

March 29th, 1943 and subsequently per British Corporation Report dated 19-8-43 attached herewith.

Dates of Survey while building: During progress of work in shops - - - 1943. June 12, 14, 18, 22, 27. July 13, 19, 20, 28, 31. Aug. 2, 4, 5, 6, 10, 11, 13, 14, 16, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28.

Total No. of visits 29

Examined by British Corporation Surveyors

Dates of Examination of principal parts — Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 5-8-43 Intermediate shafts 5-8-43
 Tube shaft Screw shaft 14-6-43 Propeller 14-6-43
 Stern tube 12-6-43 Engine and boiler seatings 22-6-43 Engines holding down bolts 5-8-43
 Completion of fitting sea connections 22-6-43
 Completion of pumping arrangements 18-8-43 Boilers fixed 27-6-43 Engines tried under steam 21-8-43
 Main boiler safety valves adjusted 18-8-43 Thickness of adjusting washers P.Blr.A 3/4 -17/32 S.Blr.A 7/8 F13/16-1-3/16
 Crank shaft material O.H. Steel Lloyd's 3624A H.A.L.P. 15-5-43 Identification Mark W.C.II 11-5-43 Thrust shaft material O.H. Steel Lloyd's 1366 Identification Mark EER 13-3-43
 Intermediate shafts, material O.H. Steel Lloyd's 3467 EER 2-3-43 Identification Mark 3468 EER 2-3-43 1909 EER 9-3-43 22-5-43
 Screw shaft, material O.H. Steel Lloyd's 3664 Identification Mark EER 19-3-43 3484 EER 3-3-43 3489 EER 3-3-43 3470 EER 2-3-43
 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 13-8-43
 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 British Corporation Toronto Surveyors and installed on board under this Society's Special Survey. 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 been surveyed during installation on behalf of Wartime Merchant Shipping, 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 L.M.C. 8,43, Screw Shaft C.L. 2 - W.T. Blrs. (Spt.) 250 lbs. per sq. inch F.D Fitted for oil fuel 8,43 Flash point above 150°F.

British Corporation Certificate dated August 19th, 1943 attached.

Certificate to be sent to

The amount of Entry Fee ... £\$ 30.00 : When applied for.
 Special Brit. Corp. £267.00 : 31st Aug. 19 43
 " Ver. £133.00 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) (Ver.) £\$ 20.00 :
 Brit. Corp. \$ 20.00 :
 When received, 19

W.P. Saillie
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 21 DEC 1943
 Assigned Lmc 8.43

