

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.....
 Date of writing Report **7th Sept., 1943** When handed in at Local Office **7th Sept., 1943** Port of **Vancouver, B. C.**
 No. in Survey held at **Vancouver, B. C.** Date, First Survey **12th June, 1943** Last Survey **28th August, 1943**
 Reg. Book. (Number of Visits **29**)
 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**
 (Mgros. Park Steamships Ltd., Montreal) Port belonging to **--**
 Nom. Horse Power as per Rule **636** 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 **13.99** Crank pin dia. **14½"** Mid. length breadth **--** Thickness parallel to axis **9" & 9½" L.P.**
 as fitted **14½"** Crank webs **--** 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 **(tube)** 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** 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" 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 **4½"** 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 {No. and size **Four (Two) 10" x 11" x 12"** **Two 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**
 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 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** (Sp. 230-10.)
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 Plans** 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**

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

Manufacturer.



© 2021

Lloyd's Register
 Foundation

010755-010765-0279

te of writ
No. in
eg. Bk.
ilt at
gines m
blers
ominal F
VATE
ate of A
Boiler
o. of Ce
forced
o. and t
ch boiler
e adjust
e donke
idth an
ickness
flange
r Class
iameter
ig. join
centage
ickness
each b
lded on
r Class
iameter
centage
ickness
eaders
abes-
int to S
length
m
tch of
rown c
UPE
ickness
flange
Dr Class
iameter
ig. join
um she
adius on
sted by
n be s
valves
bare
ca
Dates
t Surve
while
ilding
this b
ENE
nder
ork
reg
att
Sur
Trav

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

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.

During erection on board vessel - -

Total No. of visits 29

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.H.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 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

Special Brit. Corp. £ 267.00

" Ver. £ 133.00

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ 20.00

Brit. Corp. £ 20.00

When applied for, 31st Aug. 1943

When received, 19

Committee's Minute

Assigned

TUES. 21 DEC 1943

Lmc & F.v.3

W.E. Baillie

Engineer Surveyor to Lloyd's Register of Shipping.

© 2021 Lloyd's Register Foundation

