

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

2 NOV 1944

Date of writing Report **25th Aug., 1944** When handed in at Local Office **25th Aug., 1944** Port of **Vancouver, B. C.**
 No. in Survey held at **Vancouver, B. C.** Date, First Survey **18th April, 1944** Last Survey **18th August, 1944**
 Reg. Book **36** (Number of Visits **36**)
 on the **Steel Single Screw Steamer "RICHMOND PARK"** Tons **Gross 7163.10 Net 4218.73**
 Built at **North Vancouver, B.C.** By whom built **North Van Ship Repairs, Ltd.** Yard No. **144** When built **1944**
 Engines made at **Lachine, P.Q.** By whom made **Canadian Allis-Chalmers, Ltd.** Engine No. **373** When made **1944**
 Boilers made at **Vancouver, B. C.** By whom made **Vancouver Iron Works, Ltd.** Boiler Nos. **711 & 712** When made **1944**
 Registered Horse Power **229** Owners **Minister of Munitions & Supply of Canada. (Mgrs. - Park Steamship Co. Ltd., Montreal.)** Port belonging to **Canada.**
 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 **14.21"** Crank pin dia. **14½"** Crank webs **Mid. length breadth -- shrunk Thickness parallel to axis 9" & 9½" L.P.**
 Intermediate Shafts, diameter **13.53** Thrust shaft, diameter at collars **14.21"** **7½" Pin**
 Tube Shafts, diameter **13.5** **14.25"** **7½" Journal**
 Screw Shaft, diameter **15.07"** Is the shaft fitted with a continuous liner **Yes**
 Bronze Liners, thickness in way of bushes **15.25"** **565"** 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
 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 **Four (Two) 10" x 11" x 12"** **Two 4½" 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 **--** 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 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 **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 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**
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
 NORTH VAN SHIP REPAIRS LIMITED

Vice President

Manufacturer.



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 Foundation

010924 010932 0082

Dates of Survey while building
During progress of work in shops -- See Montreal Report No. 6202.
During erection on board vessel -- 1944. April 18. May 1, 12, 31. June 5, 6, 7, 13, 14, 15, 16, July 3, 6, 8, 10, 11, 13, 14, 15, 18, 19, 20, 22, 24, 26, 27, 28, 31. Aug. 2, 8, 9, 10, 14, 15, 16, 18.
Total No. of visits 36

Dates of Examination of principal parts — Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft See Montreal Report No. 6202 Thrust shaft 22-7-44 Intermediate shafts 22-7-44
Tube shaft Screw shaft 31-5-44 Propeller 6-6-44
Stern tube 5-6-44 Engine and boiler seatings 16-6-44 Engines holding down bolts 13-7-44
Completion of fitting sea connections 15-6-44
Completion of pumping arrangements 8-8-44 Boilers fixed 23-6-44 Engines tried under steam 9-8-44
Main boiler safety valves adjusted 8-8-44 Thickness of adjusting washers Lock nuts fitted.
Crank shaft material O.H. Steel Identification Mark Lloyd's No. 3300 Thrust shaft material O.H. Steel Identification Mark Lloyd's No. 8894
Intermediate shafts, material O.H. Steel Identification Mark Lloyd's No. 7911 29-11-43 E.E.R. No. 7891 23-11-43 E.E.R. No. 7927 1-12
Screw shaft, material O.H. Steel Identification Mark Lloyd's No. 8870 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 31-7-4
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. Rep. 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 and the tests required by the Rules have been satisfactorily carried out. The whole installation been examined and tested under full working conditions on sea trials and afterwards part opened up 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 M.C. 8,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 8,44. 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 8,44

Montreal fees charged in Montreal Report No. 6202.

The amount of Entry Fee ... \$: When applied for, 21st Aug 1944
Special (Vcr.) ... \$ 133.00 :
Donkey Boiler Fee ... \$: When received, 19
Travelling Expenses (if any) \$ 20.00 :
Committee's Minute
Assigned

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

FRI, 10 NOV 1944

+LMC 8,44 subject
20 CL 2WTD
250 lb (Spt 230 lb)



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