

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Report 21st Sept., 44 When handed in at Local Office 21st Sept., 44 Port of Vancouver, B. C.
 Date, First Survey 24th June, 1944 Last Survey 6th September, 1944
 (Number of Visits 25)
 on the Steel Single Screw Steamer "MOUNT ROBSON PARK" Ex- "FORT MIAMI" Tons {Gross 6709.66
 Net 4236.71
 Built at Vancouver, B. C. By whom built West Coast Shipbuilders, Ltd. Yard No. 144 When built 1944
 Engines made at Lachine, P. Q. By whom made Dominion Engineering Works Ltd. Engine No. 172 When made 1944
 Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works, Ltd. Boiler No. 719 - 720 When made 1944
 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 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 for 230 lb. ✓ Crank pin dia. 14½" ✓ Crank webs Mid. length breadth — — shrunk Thickness parallel to axis 9" & 9½" L.P. ✓
 as fitted 14½" ✓ Mid. length thickness — — Thickness around eye-hole 7½" Pin ✓
 Intermediate Shafts, diameter as per Rule 13.53 for 230 lb. ✓ Thrust shaft, diameter at collars as per Rule 14.21" ✓ 7½" Journal ✓
 as fitted 13.5 ✓ as fitted 14.25" ✓
 Tube Shafts, diameter as per Rule — — Screw Shaft, diameter as per Rule 15.07" ✓ Is the {rod screw} shaft fitted with a continuous liner { — — }
 as fitted — — as fitted 15.25" ✓ as fitted — — Yes ✓
 Bronze Liners, thickness in way of bushes as per Rule .75" ✓ Thickness between bushes as per Rule .565" ✓ Is the after end of the liner made watertight in the
 as fitted .78125" ✓ as fitted .68" ✓
 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 ✓ 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 4½" Rams
 Pumps {How driven Steam Worthington Simplex Main Bilge Line {How driven Duplex - Steam M.E.
 Ballast Pumps, No. and size One-10"x11"x12"(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.
 In Pump Room 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 Approved Plans
 PLANS. Are approved plans forwarded herewith for Shafting 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.

W. M. Lane
 General Manager

Manufacturer.



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Lloyd's Register
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Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.

See Montreal Report No. 6233

Dates of Survey while building	During progress of work in shops - -	1944 June 24 & 26 July 6, 8, 10, 11, 12, 14 & 20 August 7, 9, 10, 14, 15, 17, 21		
	During erection on board vessel - -	23, 24, 25, 29 & 30 September 1, 5 & 6.		
	Total No. of visits	25		

Dates of Examination of principal parts — Cylinders _____ Slides _____ Covers _____

Pistons _____ Piston Rods _____ Connecting rods _____

Crank shaft **See Montreal Report No. 6233** Thrust shaft 21 - 8 - 44 Intermediate shafts 14 - 7 - 44

Tube shaft _____ Screw shaft 26 - 6 - 44 Propeller 26 - 6 - 44

Stern tube 24 - 6 - 44 Engine and boiler seatings 14 - 7 - 44 Engines holding down bolts 21 - 8 - 44

Completion of fitting sea connections 6 - 7 - 44

Completion of pumping arrangements 29 - 8 - 44 Boilers fixed 20 - 7 - 44 Engines tried under steam 23 - 8 - 44

Main boiler safety valves adjusted 23 - 8 - 44 Thickness of adjusting washers _____ Lock nuts fitted _____

Crank shaft material O.H. Steel Identification Mark 7-6-44 B.H. Lloyd's No. 435 Thrust shaft material O.H. Steel Identification Mark 11-3-43 B.H. Lloyd's No. 3573

Intermediate shafts, material O.H. Steel Identification Mark 9-3-43 B.H. Lloyd's No. 1226 Tube shaft material O.H. Steel Identification Mark 11-3-43 B.H. Lloyd's No. 3573

Screw shaft, material O.H. Steel Identification Mark 23-2-43 B.H. Lloyd's No. 3389 Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 7-8-44

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 Survey 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 *L.M.C. 9,44 Screw Shaft C.L. 2 - W.T. Blrs. 250 lb. (Spt. 230 lb.) F.D. Fitted for oil fuel 9,44. 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 9,46.

Montreal fees charged in Montreal Report No. 6233.

The amount of Entry Fee ... \$:	:	When applied for,
Special Vcr. ... \$133.00	:	:	11th Sept. 44
Donkey Boiler Fee ... \$:	:	When received,
Travelling Expenses (if any) \$ 20.00	:	:	19

R. H. Knox
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 8 DEC 1944**

Assigned **+ LMC 9.44 JDC**
2 WTB 250lb
(Sp 1230lb)