

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 AUG 1943

of writing Report **May 22nd** 19**43** When handed in at Local Office **May 22nd** 19**43** Port of **Montreal, P.Q.**

o. in Survey held at **Montreal, P.Q.** Date, First Survey **18th March 1943** East Survey **11th May** 19**43**

eg. Book. on the **S. S. "GREEN GABLES PARK"** (Number of Visits **30**)

uilt at **North Vancouver, B.C.** By whom built **North Van Ship Repairs, Ltd.** Yard No. **126** Tons {Gross **7131.89**
Net **4245.33**

Engines made at **Lachine, P.Q.** By whom made **Dominion Engineering Works Limited.** Engine No. **97** When made **1943**

Boilers made at _____ By whom made _____ Boiler No. _____ When made _____

Registered Horse Power _____ Owners _____ Port belonging to _____

Nom. Horse Power as per Rule **504** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines **Triple Expansion** 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"** Crank pin dia. **14 1/2"** Mid. length breadth **---** Thickness parallel to axis **9" & 9 1/2" L.P.**

as fitted **14 1/2"** Crank webs **---** shrunk Thickness around eye-hole **7.125" & 7.625"**

Intermediate Shafts, diameter as per Rule **13.33"** Thrust shaft, diameter at collars as per Rule **13.99"**

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~~ screw shaft fitted with a continuous liner **Yes**

as fitted **---** as fitted **15.25"**

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 propeller boss **Yes** as fitted **.78125"** as fitted **.68"** **Solid**

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Tight Fit**

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 **---**

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 **---**

Propeller, dia. **18'-6"** Pitch **16'-0"** No. of Blades **4** Material **Bronze** Length of Bearing in Stern Bush next to and supporting propeller **61"** 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 _____ Pumps connected to the {No. and size _____
Pumps {How driven _____ Main Bilge Line {How driven _____

Ballast Pumps, No. and size _____ Lubricating Oil Pumps, including Spare Pump, No. and size _____

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 _____

In Pump Room _____ In Holds, &c. _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size _____ **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size _____**

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes _____

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 _____

Are all Sea Connections fitted direct on the skin of the ship _____ Are they fitted with Valves or Cocks _____

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates _____ Are the Overboard Discharges above or below the deep water line _____

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel _____ Are the Blow Off Cocks fitted with a spigot and brass covering plate _____

What Pipes pass through the bunkers _____ How are they protected _____

What pipes pass through the deep tanks _____ Have they been tested as per Rule _____

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times _____

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 _____ Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **7140 Square Feet**

Which Boilers are fitted with Forced Draft **All Three** Which Boilers are fitted with Superheaters **All Three**

No. and Description of Boilers **Three Single Ended Multitubular** Working Pressure **220 lbs./ Square Inch**

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 _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____

(If not state date of approval)

Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied _____

State the principal additional spare gear supplied _____

The foregoing is a correct description
DOMINION ENGINEERING WORKS LIMITED
Per *W.A. Bather*

Manufacturer.



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Dates of Survey while building
During progress of work in shops - 18, 19, 20, 22, 24, 25, 26, 31 March, 1, 2, 5, 6, 8, 9, 10, 13, 15, 16, 19, 20, 22, 26, 27, 28
30 April, 3, 4, 5, 6, 11 May.
During erection on board vessel -
Total No. of visits

Dates of Examination of principal parts -
Cylinders 3.3.43, 10.3.43
Pistons 3.3.43, 10.3.43, 15.4.43
Piston Rods 11.5.43
Slides 3.3.43, 10.3.43, 15.4.43
Covers 3.3.43, 10.3.43, 15.4.43
Crank shaft 11-5-43
Thrust shaft 3-5-43
Connecting rods 11.5.43
Intermediate shafts
Screw shaft
Propeller
Stern tube
Engine and boiler seatings
Engines holding down bolts
Completion of fitting sea connections
Engines tried under steam
Completion of pumping arrangements
Boilers fixed
Main boiler safety valves adjusted
Thickens of adjusting washers
Crank shaft material **O.H. Steel**
Identification Mark **6571 HS.11-5-43**
Thrust shaft material **O.H. Steel**
Identification Mark **8150 HS.3-5-43**
Intermediate shafts, material
Identification Marks
Tube shaft, material
Identification Mark
Screw shaft, material
Identification Mark
Steam Pipes, material
Test pressure
Date of Test
Is an installation fitted for burning oil fuel **No**
Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo
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

Is this machinery duplicate of a previous case - **Yes** If so, state name of vessel **SS "FORT TADOUSSAC" & "FORT CHAMBLAY"**
General Remarks (State quality of workmanship, opinions as to class, &c. **This ENGINE has been constructed under Special**

Survey in accordance with the Rules and Approved Plans. The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures. This ENGINE has now been shipped to Vancouver, B.C., for installation and official trials. It is recommended for the favourable consideration of the Committee that the record of * L. M. C. (with date) be made in the Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... \$ 30:00
Special ... \$ 267:00
Donkey Boiler Fee ... £ 7:00
Travelling Expenses (if any) \$
When applied for, **May 28 1943**
When received, **July 8 1943**
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R. Riddell for H. G. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 3 SEP 1943**
Assigned **See minute on Vol. 20 Rpt.**



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