

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 19 APR 1945

Date of writing Report 10th Feb., 1945 When handed in at Local Office 10th Feb., 1945 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 23rd Nov., 1944 Last Survey 31st Jan., 1945

Reg. Book on the Steel Single Screw Steamer "FAIRMOUNT PARK" (Number of Visits 32)

Tons { Gross 7145.02
Net 4209.66

Built at Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. South Yard No. 227 When built 1945

Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Engine No. 388 When made 1945

Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 789 When made 1945

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 505 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 575° 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. 14.25" Crank webs Mid. length breadth — shrunk Thickness parallel to axis 9" & 9½" 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" 7½" Pin 7½" Journal

Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 14.87" as fitted 15.25" Is the {tube screw} shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75" 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 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. 18½" Pitch 16" 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 — 8" x 10½" x 22" Pumps connected to the { No. and size One 10"x12"x10" Two 4½" Dia. Rams

(How driven Steam Weir Simplex Main Bilge Line { How driven Duplex Steam M.E.

Ballast Pumps, No. and size One 10"x12"x10" 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 in Eng. Rm., One 3"P&S in Blr. Rm., One 2" dia. Thrust Recess, One 2½"

Pump Room Tunnel Well In Holds, &c. One each P.&S. 3" dia. Nos. 1, 2, 3, 4, 5 Holds

One 3"P&S No. 4 Dry Tank, One 3"P&S After Cofferdam, One 5"P&S Deep Tank

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 9" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 5" Dia. Starb. 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 No some to C.S. 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 Yes

What Pipes pass through the bunkers None How are they protected —

What pipes pass through the deep tanks D.B. Tank Air Pipes only 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 s) Total Heating Surface of Boilers 7140 sq. ft.

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

No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per sq. 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 Approved

PLANS. Are approved plans forwarded herewith for Shafting in U.K. Main Boilers 25-8-43 Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

Superheaters 6-11-44 General Pumping Arrangements 15-9-43 Oil fuel Burning Piping Arrangements 15-9-43

SPARE GEAR.

Is 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. 6426 - S.S. "WINONA PARK"

The foregoing is a correct description
Burrard Dry Dock Company, Limited

Lawrence
President

Shipbuilders
-Manufacturer-



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Lloyd's Register
Foundation

013125-013138-0350

Dates of Survey while building
During progress of work in shops - - - See Montreal Report No. 6438 attached herewith.
During erection on board vessel - - - 1944 December 15, 19, 22, 23, 27, 28, 29, 30
1945 January 2, 3, 4, 5, 6, 8, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 23, 24, 25, 27, 29, 30, 31
Total No. of visits 32

Dates of Examination of principal parts - Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 28-12-44 Intermediate shafts 28-12-44
Tube shaft Screw shaft 28-11-44 Propeller 28-11-44
Stern tube 23-11-44 Engine and boiler seatings 23-11-44 Engines holding down bolts 9-1-45
Completion of fitting sea connections 23-11-44
Completion of pumping arrangements 22-1-45 Boilers fixed 22-12-44 Engines tried under steam 23-1-45
Main boiler safety valves adjusted 23-1-45 Port P. 33/64", S. 19/32", Cent. P. 9/16", S. 3/8", Stbd. P. 5/8", S. 11/16"
Crank shaft material O.H. Steel Lloyd's No. 6231 G.H.L.B. Identification Mark 15-11-44 Thrust shaft material O.H. Steel Lloyd's No. 2422 G.H.L.B. Identification Mark 15-11-44
Intermediate shafts, material O.H. Steel Lloyd's No. 6267 A.S. Identification Mark 23-8-44 Tube shaft, material O.H. Steel Lloyd's No. 6268 A.S. Identification Mark 23-8-44
Screw shaft, material O.H. Steel Lloyd's No. 2421 A.S. Identification Mark 23-8-44 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 12-1-45
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. "WINONA PARK" (Vcr. Report No. 6426)
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 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 LMC 1,45 Screw Shaft C.L. 3 S.E. Blrs. 220 lbs. (Spt.) F.D. Fitted for Oil Fuel 1,45 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 1,47.

Montreal Fees charged in Montreal Report No. 6438

The amount of Entry Fee ... \$: When applied for,
Special Vcr. ... \$ 133.00 : 1 Feb. 1945
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) \$ 20.00 : 19

For M. W. E. Baillie and Self. U. B. M. Coleman.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 4 MAY 1945

Assigned + LMC 1,45 Subject
Fitted for Oil Fuel 1,45 Flash Point Above 150°F. F.D. C.L. Spt.