

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report Jan. 16, 1945 When handed in at Local Office Nov. 21, 1944 Port of Montreal, Que.  
 To. in Survey held at Montreal, Que. Date, First Survey Oct. 22, 1944 Last Survey Nov. 16, 1944  
 Reg. Book 30,3 on the Single Screw Steamer "FAIRMOUNT PARK" (Number of Visits Constant attendance)  
 Tons { Gross 7145.02  
 Net 4209.66  
 Built at Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd., Yard No. 227 When built  
 Engines made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS Engine No. 388 When made 1944  
 Boilers made at LACHINE, QUE. By whom made LIMITED Boiler No. 388 When made  
 Registered Horse Power 628 Owners 505 Port belonging to  
 Nom. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes 505 Is Electric Light fitted  
 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 9" & 9 1/2"  
 Crank shaft, dia. of journals as per Rule 14.21" Crank pin dia. 14 1/2" Crank webs Mid. length breadth - Thickness parallel to axis on L.P.  
 as fitted 14.25" Mid. length thickness - Thickness around eye-hole 7 1/8" & 7 5/8"  
 Intermediate Shafts, diameter as per Rule 13.53" Thrust shaft, diameter at collars as per Rule 14.21"  
 as fitted 13.5" as fitted 14.25"  
 Tube Shafts, diameter as per Rule 15.07" Is the screw shaft fitted with a continuous liner Yes  
 as fitted 15.25" as fitted 15.25"  
 Bronze Liners, thickness in way of bushes as per Rule .76" Thickness between bushes as per Rule .57"  
 as fitted .78125" as fitted .68125" 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  
 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  
 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" 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 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 - 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 -  
 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 -) Total Heating Surface of Boilers -  
 Which Boilers are fitted with Forced Draft - Which Boilers are fitted with Superheaters -  
 No. and Description of Boilers - Working Pressure 250 lbs./sq.in. (Spht. 230 lbs./sq.in.)  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? -  
 IS A DONKEY BOILER FITTED? - 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 -  
 Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

## SPARE GEAR.

Is the spare gear required by the Rules been supplied -  
 Is the principal additional spare gear supplied -

The foregoing is a correct description  
 Canadian Allis-Chalmers Limited

By: L.P. Brady

Manufacturer.



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Lloyd's Register Foundation

013125-013138-0351



From Oct. 22, 1944 to Nov. 16, 1944 (Constant attendance)

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 26.10.44 26.10.44 26.10.44  
3.11.44 1.11.44 3.11.44 1.11.44 3.11.44 1.11.44  
Pistons 3.11.44 1.11.44 26.10.44  
Crank shaft 15.11.44 Thrust shaft 15.11.44 Connecting rods 26.10.44  
Tube shaft Screw shaft Intermediate shafts  
Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections  
Completion of pumping arrangements Boilers fixed Engines tried under steam  
Main boiler safety valves adjusted Thickness of adjusting washers  
Crank shaft material O.H. Steel Identification Mark Lloyd's 6231 HGLP.15.11.44  
Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material - - Identification Mark - -  
Screw shaft, material O.H. Steel Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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

General Remarks (State quality of workmanship, opinions as to class, &c.)  
This ENGINE has been constructed under Special Survey and in conformity with the Society's Rules and Regulations and Secretary's letters.  
The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans.  
The materials and workmanship are good and the H.P., M.P. and L.P. Cylinders were hydrostatically tested to 330, 110 and 30 lbs. pressure per square inch respectively and found sound and tight at 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 trials.

The amount of Entry Fee ... \$ 30:00  
Special ... \$ 267:00  
Donkey Boiler Fee ... \$ 50  
Travelling Expenses (if any) \$ 16:00

When applied for, Jan. 24 1945  
When received, 1.2.45 VCR.  
19 RR

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 4 MAY 1945  
Assigned Su F.E. Macky, rph.