

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JAN 1944

12 JAN 1944

Date of writing Report October 26, 1943. When handed in at Local Office October 26, 1943 Port of Vancouver, B. C.

No. in Survey held at Victoria, B. C. Date, First Survey June 18th Last Survey September 29, 1943.

Reg. Book. 10, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 (Number of Vlots. 52)

on the Steel Single Screw Steam Tanker, "MOUNT ROYAL PARK". Tons ^{Gross} 7246.39 _{Net} 4260.17

Built at Victoria, B. C. By whom built Victoria Machinery Depot Co. Ltd. Yard No. 29 When built 1943.

Engines made at Lachine, P. Q. By whom made Dominion Engineering Works, Ltd. Engine No. 108 When made 1943.

Boilers made at Vancouver, B. C. By whom made Vancouver Iron Works Ltd. Boiler No. 500 When made 1943.

Registered Horse Power 229 Owners Minister of Munitions & Supply of Canada. Port belonging to Montreal.

Nom. Horse Power as per Rule 643 Mgrs. Park Steamship Co. Ltd., Montreal, P. Q. Is Refrigerating Machinery fitted for cargo purposes No Is Electric-Light fitted Yes

Trade for which Vessel is intended Carrying Homogeneous Cargo of Petroleum in Bulk.

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 13.99" 14.24 as fitted 14½" Crank pin dia. 14½" Crank webs Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P.
 as fitted 14½" Mid. length thickness -- Thickness around eye-hole (7.125" & 7.625")

Intermediate Shafts, diameter as per Rule 13.35" 13.53 as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" 14.24 as fitted 14.25"

Tube Shafts, diameter as per Rule -- as fitted -- Screw Shaft, diameter as per Rule 14.97" 15.07 as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75" as fitted .78125" Thickness between bushes as per Rule .565" as fitted .68" Is the after end of the liner made watertight in the propeller boss Yes - Rubber ring. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Solid

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' 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 Two - 12" x 8" x 24" Pumps connected to the 1-10"x11"x12"-G.S. Duplex, 1-10"x11"x12"-Fire & Bilge
 Pumps How driven Steam - Worthington Simplex. Main Bilge Line How driven Steam (2 - 4½" Dia. M.E. Ram. Duplex.

Ballast Pumps, No. and size 1-10"x11"x12"-Steam 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 1 - 3" Dia. P. & S. Cofferdam-Ford, 1-3" Dia. P. & S. Aft-1-2½" Dia. P. & S. in way of No. 4
 In Pump Room 1-2½" Dia. P. & S. (Ford) 1-2½" Dia. Stbd. (Aft) Li. Hold. &c. D.B. Tank.

See General Remarks (Auxiliary Bilge Pump only).

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 10" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, Pump Rooms, Tween Decks

No. and size Two - 5" Dia. (1 - P. & S.) 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 - To cast steel stands. 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 Air & Sounding How are they protected --

What pipes pass through the deep tanks & cargo tanks - Pipes to D.B. Tanks. 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 lbs. per sq. inch. (Exp. 250 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 in U.K. Main Boilers 17-7-43 Auxiliary Boilers -- Donkey Boilers --

Superheaters 17-7-43 General Pumping Arrangements 22-4-43 Oil fuel Burning Piping Arrangements 4-5-43

(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

Hugh Campbell
Shipyard Manager

Shipbuilder.
Manufacturer.



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Lloyd's Register
Foundation

See Montreal Report No. 5906 - 6th July, 1943.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1943 - June 18, 22, 23, 30. July 1, 2, 12, 22, 26, 27, 29, 30.
 August 2, 3, 5, 10, 11, 14, 16, 17, 19, 20, 21, 22, 24, 26, 27, 28, 29, 31.
 Sept. 1, 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 18, 19, 21, 22, 24, 25, 26, 27, 28, 29.

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Dates of Examination of principal parts - Cylinders -- Slides -- Covers --

Pistons -- Piston Rods -- Connecting rods --

Crank shaft -- Thrust shaft 21-6-43, 2-8-43 Intermediate shafts 1-3-43, 16-2-43, 3-3-43, 12-4-43, 22-5-43

Tube shaft -- Screw shaft 26-3-43, 30-6-43 Propeller 27-5-43, 30-6-43

Stern tube 31-5-43, 23-6-43 Engine and boiler seatings 22-7-43 Engines holding down bolts 2-8-43

Completion of fitting sea connections 2-7-43

Completion of pumping arrangements 25-9-43 Boilers fixed 31-8-43 Engines tried under steam 4-9-43, 25-9-43

Main boiler safety valves adjusted 15-9-43 Compression P.V. 2-7/16" P.V. 2-7/16" S.Blr. S.V. 2-7/16" S.Blr. S.V. 2-1/2"

Crank shaft material O.H. Steel Identification Mark Lloyd's 7825 H.S. 29-6-43 Thrust shaft material O.H. Steel Identification Mark Lloyds 8309-P.W.W.14-5-43

Intermediate shafts, material O.H. Steel Identification Mark Lloyds 2074-2094-2095 E.E.R.16-2-43 R.G.22-5-43-3486 E.E.R.3-3-43-R.G.22-5-43

Screw shaft, material O.H. Steel Identification Mark 3456 R.G. 22-5-43 Tube shaft, material E.E.R.12-4-43 Identification Mark --

Steam Pipes, material S.D. Steel Test pressure 750 lbs. Date of Test 27-7-43

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 Oil Tanker 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 No If so, state name of vessel This is first Victory Ship Tanker Conversion built in British Columbia

General Remarks (State quality of workmanship, opinions as to class, &c.) Machinery duplicate of "Victory" Type Dry Cargo Ships.

The Machinery of this vessel has been constructed under Special Survey of the Montreal, P.Q. Surveyors and installed on board under Special Survey in accordance with the approved plans, New York letters 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. Complete oil cargo pumping arrangements are fitted as per Wartime Merchant Shipping Ltd. Plan T.M. 23, approved New York, April 13, 1943, with pump room forward and aft. A large duplex steam driven cargo oil pump is fitted in each pump room, also 1-9"x6"x10" duplex steam driven bilge pump in each pump room with suctions to:- 1-3 1/2" dia. forepeak, 1-2" dia., ford. cofferdam, 1-2" dia. p. & s. each Nos. 1, 2, 3, 4 & 5 tween dks. way of cargo tanks, 1-2 1/2" dia. each, thrust recess bilge tunnel well bilge, cofferdam above tunnel recess aft p. & s., and cofferdam abaft Machy. space p.s., also ford. and after pump rooms. A complete carbon dioxide fire extinguishing system is fitted in the machinery and boiler spaces operated from the upper deck. The Machinery has also been surveyed during construction and installation on behalf of the Wartime Merchant Shipping Ltd., to ensure that the tests 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. 9-43 - Screw Shaft C.L. 9-43 - 2 W.F. Boilers (Spt.) 250 lbs. per sq. inch, F.D. - Fitted for oil fuel 9-43, Flash point above 150 degrees Fah.

The amount of Entry Fee Mtl. \$ 30.00

Special ... \$ 267.00

Dealer-Boiler-Fee Ver. \$ 133.00

Travelling Expenses (if any) Mtl. \$ 5.00

Ver. \$ 60.00

When applied for, Oct. 5th 1943

When received, 19--

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Montreal Fees charged on Mtl. Rpt. No. 5906.

Committee's Minute TUES. 22 FEB 1944

Assigned + LMC 9-43 subject

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.