

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

12 JAN 1944

Received at London Office 10 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. **13, 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 Vents **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 **13.99"** as per Rule **14.4"** Crank pin dia. **14½"** Crank webs **Mid. length breadth --** Thickness parallel to axis **9" & 9½" L.P.**
14½" as fitted **14.4"** Mid. length thickness **--** Thickness around eye-hole **(7.125")**

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

Tube Shafts, diameter **--** as per Rule **14.87"** as fitted **15.25"** Is the **(tube)** shaft fitted with a continuous liner **Yes**

Screw Shaft, diameter **15.25"** 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"** Thickness between bushes **as per Rule .565"** 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 (No. and size **Two - 12" x 8" x 24"** Pumps connected to the (No. and size **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. Std. (Aft) Li. Hall, &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.**

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 **--**

(If not state date of approval)

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

L. Campbell
Shipyard Manager

Shipbuilder.
Manufacturer.



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015433-015441-0162

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

Dates
of Survey
while
buildingDuring 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.

52

Dates of Examination of principal parts - Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

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

Thickenss of

Compression

P.V. 2-7/16"

P.V. 2-7/16"

Crank shaft material

O.H. Steel

Identification Mark

H.S. 29-6-43

Thrust shaft material

O.H. Steel

Identification Mark

H.S. 21-6-43

Intermediate shafts, material

O.H. Steel

Identification Mark

H.S. 1-3-43

Tube shaft material

O.H. Steel

Identification Mark

H.S. 21-6-43

Screw shaft, material

O.H. Steel

Identification Mark

H.S. 1-3-43

Steam Pipes, material

S.D. Steel

Test pressure

750 lbs. Date of Test

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

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:- 1-3½" 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, 1-2½" 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

Donkey Boiler Fee Ver. \$ 133.00

Mtl. \$ 5.00

Travelling Expenses (if any) Ver. \$ 60.00

When applied for,

Oct. 5th 1943

When received,

19--

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

Committee's Minute

Assigned

+ LMC 9-43 subject

Engineer Surveyor to Lloyd's Register of Shipping.



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