

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

IN D.O.

Received at London Office

Date of writing Report 25th JULY 19 44 When handed in at Local Office 4th AUGUST 44 Port of Halifax, Nova Scotia.

No. in Survey held at PICTOU, N. S., Date, First Survey 4th APRIL Last Survey 11th JULY, 19 44
Reg. Book. (Number of Visits 36)

on the S. S. "CATARAQUI PARK"

Tons { Gross 2877
Net 1652

Built at PICTOU, N.S., By whom built FOUNDATION MARITIME LIMITED YARD No. 14 When built 1944.

Engines made at THREE RIVERS, P.Q., By whom made CANADA/FOUNDRIES LD. Engine No. 2021 When made 1944.

Boilers made at LACHINE, P.Q., By whom made DOMINION BRIDGE CO. LD. Boiler No. 1340 S4. When made 1944.

Registered Horse Power - Owners CANADIAN GOVERNMENT Port belonging to NOT REGISTERED.

Nom. Horse Power as per Rule 269. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended OCEAN GOING.

ENGINES, &c.—Description of Engines TRIPLE EXPANSION - 3 Cylinders Revs. per minute 72

Dia of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders THREE No. of Cranks THREE

Crank shaft, dia. of journals as per Rule 10.99" Crank pin dia. 11.25" Mid. length breadth 16.25" Thickness parallel to axis 6.875"

as fitted 11.25" Crank webs Mid. length thickness 6.875" Thickness around eye-hole 4.75"

Intermediate Shafts, diameter as per Rule 10.47" Thrust shaft, diameter at collars as per Rule 10.99"

as fitted 10.75" as fitted 11.25"

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 11.78"

as fitted - as fitted 12.25" Is the tube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule .675" Thickness between bushes as per Rule .493"

as fitted .6875" as fitted .532" 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 -

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 - Length of Bearing in Stern Bush next to and supporting propeller 51.375"

Propeller, dia. 15.75 ft. 14!0" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface - sq. ft.

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4.25" Stroke 26" Can one be overhauled while the other is at work YES

Feed (No. and size TWO 6" Simplex, XXXXXXXXXX pumps connected to the { No. and size Main Engine pumps and ballast pump.

Pumps (How driven Indep't Steam Main Bilge Line { How driven Main Engine Indep't Steam.

Ballast Pumps, No. and size One Duplex 12" Dia. 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 Five 3" dia. & two bilge suction from dry tanks, under boilers.

In Pump Room In Holds, &c. Nos. 1 & 2 - 3" dia. Nos. 3 & 4 - 2½" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One - 6", One - 4" 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 YES Are they fitted with Valves or Cocks VALVES

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 - 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 Perm. Closed

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3854 sq.ft.

Which Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.

No. and Description of Boilers Two multitubular Scotch Type. Working Pressure 200 lbs.

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 App. London Main Boilers App. New York Auxiliary Boilers - Donkey Boilers -

(If not state date of approval) See copies sent for "AVONDALE PARK"

Superheaters General Pumping Arrangements App. New York. Oil fuel Burning Piping Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied One set packing wearing segments for all piston rods & valve spindles.

25 Condenser tubes & 50 ferrules.

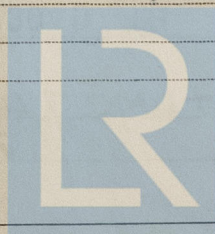
10 Plain boiler tubes, one furnace door & 2 ash pit doors & spare gear

for forced draught fronts.

The foregoing is a correct description FOUNDATION MARITIME LIMITED

R. S. Shaw
Manager.

Manufacturer.



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008028-008039-0045

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits

1944--APRIL 4, 21, 23, 25; MAY 1, 17, 24, 27, 29; JUNE 2, 5, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30; JULY 1, 3, 7, 8, 11.

36 - DURING ERECTION ON BOARD.

Dates of Examination of principal parts — Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 17-5-44. Intermediate shafts 17-5-44.
Tube shaft - Screw shaft 21-4-44. Propeller 25-4-44.
Stern tube 23-4-44. Engine and boiler seatings 10-6-44. Engines holding down bolts 29-5-44.
Completion of fitting sea connections 21-4-44.
Completion of pumping arrangements 28-6-44. Boilers fixed 20-6-44. Engines tried under steam 27-6-44.
Main boiler safety valves adjusted 21-6-44. Thickness of adjusting washers P.Blr.P.323; S.416; S.Blr.P.346; S.422.
Crank shaft material Webs C.S. Pins & Journals Identification Mark 8601 Thrust shaft material O.H.Steel Identification Mark 9332.
Intermediate shafts, material O.H.Steel Identification Mark 1557; 1470; 736; 224; 223 Tube shaft, material - Identification Mark -
Screw shaft, material O.H.Steel Identification Mark 1681 Steam Pipes, material STEEL Test pressure 600 lbs. Date of Test 2-6-44.
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 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 -
Is this machinery duplicate of a previous case YES If so, state name of vessel "AVONDALE PARK"
General Remarks (State quality of workmanship, opinions as to class, &c.)

The boilers and machinery of this vessel have been installed on board under Special Survey and in accordance with the Approved Plans, Rule Requirements and Specification and special instructions received from Wartime Shipbuilding Limited.

The steam and feed pipes have been tested to Rule Requirements and found sound and tight. The boilers examined under steam and the safety valves adjusted to 200 lbs. per sq. in., in main valves and 205 lbs. per sq.in., superheater safety valves.

The materials and workmanship are of good quality and the main and auxiliary machinery, pumping arrangements, etc. have all been tried under full working conditions and found satisfactory.

In my opinion, this machinery is suitable for the purpose intended and eligible for the notation $\frac{+}{-}$ L.M.C. 6-44 and T.S. (C.L.) 6-44.

The amount of Entry Fee \$ 20.00 Mtl. 2%
Engines \$ 200.00 "
Boilers \$ 200.00 "
Expenses \$ 37.00 "
Installation \$ 250.00
Expenses \$ 30.00

When applied for, Aug. 4 1944
When received, 19.

Committee's Minute FRI. 6 OCT 1944

Assigned +LMC 744
20 CL

Gas. H. Nain
Engineer Surveyor to Lloyd's Register of Shipping.



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