

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 15th June 1944 When handed in at Local Office June 27th 1944 Port of HALIFAX, Nova Scotia.  
 No. in Survey held at PICTOU, N. S. Date, First Survey 10th March Last Survey 4th June 1944  
 eg. Book (Number of Visits 37.)  
 on the S. S. "CONFEDERATION PARK" Tons { Gross 2878  
 Net 1653  
 Built at Pictou, N. S. By whom built Foundation Maritime Ltd. Yard No. 13 When built 1944.  
 Engines made at Three Rivers, P. Q. By whom made Canada Foundries Limited Engine No. 2020 When made 1944.  
 Boilers made at Lachine, P. Q. By whom made Dominion Bridge Co. Ltd. Boiler No. 1340-P2 S2 When made 1944.  
 Registered Horse Power - Owners CANADIAN GOVERNMENT Port belonging to Montreal.  
 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" Mid. length breadth 16.25" Thickness parallel to axis 6.875"  
 as fitted 11.25" Crank pin dia. 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 11.78" Is the { tube } shaft fitted with a continuous liner { -  
 as fitted - Screw Shaft, diameter as fitted 12.25" { screw } Yes  
 Bronze Liners, thickness in way of bushes as per Rule .657" Thickness between bushes as per Rule .493" Is the after end of the liner made watertight in the  
 as fitted .6875" as fitted .53125"  
 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 -  
 Is 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 -  
 Are 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  
 ft No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 51.375"  
 Propeller, dia 15.75 ft Pitch 14'0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface - sq. ft.  
 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  
 Main Engine pumps connected to the { No. and size Main Engine pumps and ballast pump.  
 Main Bilge Line { How driven Main Engine Indep't. Steam.  
 Main Engine 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  
 Pumps;—In Engine and Boiler Room Five 3" dia. & two bilge suction from dry tanks, under boilers.  
 Pump Room - In Holds, &c. Nos. 1 & 2 - 3" dia. ; Nos. 3 & 4 - 2 1/2" dia. 2 in each

Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 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  
 Are Pipes pass through the bunkers NONE How are they protected -  
 Are 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 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 ~~xxxxxx~~ 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.  
 and Description of Boilers Two multitubular Scotch Type. Working Pressure 200 lbs.  
 A REPORT ON MAIN BOILERS NOW FORWARDED? YES  
 A DONKEY BOILER FITTED? NO If so, is a report now forwarded? -  
 Is the donkey boiler be used for domestic purposes only -  
 Are approved plans forwarded herewith for Shafting App. London. Main Boilers App. New York Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)  
 General Pumping Arrangements App. New York--Drawings as sent for "AVONDALE PARK".  
 as sent for "AVONDALE PARK".

## SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes  
 Is the principal additional spare gear supplied One set packing wearing segments for all piston rods and valve spindles,  
25 Condenser tubes and 50 ferrules.  
10 Plain boiler tubes, one furnace door and 2 ash pit doors and spare gear  
for forced draught fronts.

The foregoing is a correct description

FOUNDATION MARITIME LIMITED

R. S. Shaw  
 Manager

Manufacturer.



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Lloyd's Register  
 Foundation



Rpt. 4 - S. S. "CONFEDERATION PARK" - Report No. 4897.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

1944 - MAR. 10, 20, 22, 25, 26, 27; APR. 17, 21, 22, 26, 27, 28; MAY 1, 3, 6, 8, 10, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 27, 29, 30, 31; JUNE 1, 2, 3, 4.

Total No. of visits 37 - DURING ERECTION ON BOARD.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft 22-4-44 Intermediate shafts 22-4-44.

Tube shaft - Screw shaft 20-3-44 Propeller 27-3-44.

Stern tube 26-3-44 Engine and boiler seatings 1-5-44 Engines holding down bolts 3-5-44.

Completion of fitting sea connections 25-3-44. Boilers fixed 20-5-44 Engines tried under steam 31-5-44.

Completion of pumping arrangements 30-5-44. Thickness of adjusting washers P.Blr. P.403"; S.492"; S.Blr. P..548"; S.452".

Main boiler safety valves adjusted 3-6-44. Webs-cast steel.

Crank shaft material Pins & Journals Identification Mark 8600 Thrust shaft material O.H.Steel Identification Mark 6907

Intermediate shafts, material O.H.Steel Identification Marks 7805; 7548; 7789; Tube shaft, material - Identification Mark -

Screw shaft, material O.H.Steel Identification Mark 5480 Steam Pipes, material STEEL Test pressure 600 lbs./sq.in. Date of Test 15-5-44.

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 No If so, state name of vessel -

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 Ltd.

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. 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 L.M.C. 6-44 and T.S.(C.L.) 6-44.

The amount of Entry Fee ... \$ 20.00 Mtl. a/c. When applied for, 27 June 1944

Engines \$200.00 "

Boilers \$200.00 "

Expenses \$ 31.00 " When received,

Installation \$ 250.00

Expenses \$ 30.00

Committee's Minute

Engineer Surveyor to Lloyd's Register of Shipping.

+ LMC 6.44

30 CL



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