

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 APR 1943

of writing Report Oct. 8th 1942 When handed in at Local Office Oct. 8th 1942 Port of MONTREAL, QUE.

in Survey held at MONTREAL, QUE. Date, First Survey Montrea: 15th June Last Survey 15th September 1942

g. Book. on the steel single screw steamer "ROCKWOOD PARK" Saint John: 1st survey July 20, 1942; last survey Feb. 20, 1943. (Number of Visits 27) Gross 2877 Tons Net 1655

uilt at Saint John, N.B. By whom built St. John Shipbuilding & Dry Dock Co. Ltd. Yard No. 14 When built 1942

ines made at Lachine, Montreal, P.Q. By whom made DOMINION BRIDGE COMPANY LTD. Engine No. 2001 When made 1942

ilers made at Lachine, Montreal, P.Q. By whom made DOMINION BRIDGE COMPANY LTD. Boiler No. B1042 P1 When made 1942

gistered Horse Power H.M. the King, in right of Canada, Owners represented by the Minister of Munitions and Supply, Ottawa. Port belonging to MONTREAL

m. Horse Power as per Rule 268.81 Is Refrigerating Machinery fitted for cargo purposes. No Is Electric Light fitted Yes

ide for which Vessel is intended Ocean going -

ENGINES, &c.—Description of Engines Triple Expansion 3 Cylinder Revs. per minute 72

of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3

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

Intermediate Shafts, diameter as per Rule 10.47 as fitted 10.75 Thrust shaft, diameter at collars as per Rule 10.99" as fitted 11.25"

Propeller Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 11.78" as fitted 12.25" Is the screw shaft fitted with a continuous liner Yes

Size Liners, thickness in way of bushes as per Rule .657" as fitted .6875" Thickness between bushes as per Rule .493" as fitted .53125" Is the after end of the liner made watertight in the huller boss Yes

Propeller, dia. 15.75" Pitch 14.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 75 sq. ft.

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

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

1 Pump (No. and size 1. 8" - 6" - 15") Pumps connected to the Main Bilge Line (No. and size 1. 10" - 12" - 10") How driven Steam

1 Lubricating Oil Pump, including Spare Pump, No. and size -

2 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 2 - 3" - 26" 1. 10" - 12" - 10"

1 Pump Room - In Holds, &c. -

1 Water Circulating Pump Direct Bilge Suctions, No. and size 1. 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 - 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 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves and cocks

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 Ballast & bilge above

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 Condensers below

Pipes pass through the bunkers No. 3 air pipe & NO. 4 filling & air pipes How are they protected Sheet metal covers

Do 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 No Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from -

STEAM BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3854 Square Feet

Which Boilers are fitted with Forced Draft Port & Starboard Which Boilers are fitted with Superheaters Port & Starboard

Number and Description of Boilers 2 Multitubular Scotch Boilers Working Pressure 200 lbs. per square inch

1 REPORT ON MAIN BOILERS NOW FORWARDED? Yes

1 DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Can a donkey boiler be used for domestic purposes only - Approved - Approved -

4 S. Are approved plans forwarded herewith for Shafting London Main Boilers New York Auxiliary Boilers - Donkey Boilers -

General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes

What is the principal additional spare gear supplied Main Condenser: 25 tubes, 50 ferrules, 100 pieces of condenser tube pack-one tap for tube plate, 1 die for condenser ferrules, 1 guide pin for packing, 1 packing extrac-one ferrule driver, one tube driver. Main Engines: 3 sets of wearing segments of King tandem ring for H.P., I.P., and L.P. valve spindles. Boilers: 10 plain boiler tubes, 2 stay tubes, 2 of n - dead plates, bearer plates and bridge plates, 2 safety valve springs, 1 pressure gauge, 1 tube ander. Forced Draught: 3 baffle plates, 1 furnace door complete, 2 ash pit doors complete, 4 valves complete, 14 retarders. Superheaters: 2 header drain valves, 96 flexible unit gaskets, set of tools. Telemotor: 1 box containing assorted valve springs, packing rings, copper joints; sets of S.E. A. ring packing, 1 set of tools. Steering Engine: 1 set of brasses for main bearing, tom end and crosshead, 2 piston rings; 1 buffer complete with spring, 1 set of piston rod and valve angle packing.

The foregoing is a correct description

DOMINION BRIDGE CO. LIMITED
R. H. Findlay, Mechanical Engineer

Manufacturer.



PE 12

June 15, 18, 24, 29, 30, July 2, 3, 4, 9, 13, 17, 20, 22, 24, 30,

During progress of work in shops -- August 3, 10, 14, 17, 19, 21, 24, 29, September 2, 4, 9, 13
 July 20, Aug. 7, 11, 14, 17, 18, 19, 21, 27, Sept. 3, 4, 23, 25, Oct. 5, 7, 8, 14, 19,
 Nov. 6, 7, 10, 18, 24, 25, 26, Dec. 1, 2, 10, 15, 18, 19, 22, 23, 24, 28, 30
 During erection on board vessel -- 1943: Jan. 4, 7, 8, 9, 11, 12, 14, 15, 19, 22, 25, 26, 28, 29, Fe. 5, 8, 9, 10, 12, 13, 14,
 16, 17, 18, 19, 20.
 Total No. of visits 27+64 = 91

Dates of Examination of principal parts — Cylinders 15.6.42, 18.6.42, 24.6.42 Slides 24.8.42 Covers 24.6.42
 Pistons 17.8.42 Piston Rods 17.8.42 Connecting rods 17.8.42
 Crank shaft 22.7.42 Thrust shaft 4.9.42 Intermediate shafts 11-8-42
 Tube shaft 11-8-42 Screw shaft 11-8-42 Propeller 11-5-42
 Stern tube 13-7-42 Engine and boiler seatings 26-9-42 Engines holding down bolts 4-1-43

Completion of fitting sea connections 21-9-42
 Completion of pumping arrangements 3-2-43 Boilers fixed 23-1-43 Engines tried under steam Dock Trial 25-1-43
 Port Boiler Starb'd Boiler
 Main boiler safety valves adjusted 22-1-43 Thickness of adjusting washers P.Valve .450 S.Valve .510; P.Valve .424 S.Valve .446

Crank shaft material O H Steel Identification Mark IR 4271 Thrust shaft material O H Steel Identification Mark IR 5343
 22.7.42 H.P. 4.9.42 H.P.
 Intermediate shafts, material O H Steel Identification Marks Tube shaft, material O H Steel Identification Mark

Screw shaft, material O H Steel Identification Mark Steam Pipes, material H.R.W. Steel Test pressure 600-lbs per sq. in Date of Test 28/12/42

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 No

Is this machinery duplicate of a previous case No If so, state name of vessel Empire Wolfe No. 18199

General Remarks (State quality of workmanship, opinions as to class, &c. This ENGINE together with Thrust Shaft, Thrust Block and Condenser have been constructed under Special Survey, in accordance with the Rules and Approved Plans, and the workmanship is, in my opinion, good.

The forgings and castings have been tested and finally examined by the undersigned and found satisfactory.

This ENGINE has been shipped to St. John Shipbuilding & Dry Dock Co. Ltd., SAINT JOHN, N. B., 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 Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.

This ENGINE has been installed in this vessel along with the intermediate shafting, tail end shaft stern tube and auxiliary machinery, in accordance with the rules and approved plans, and the materials and workmanship are of good quality.

Main engine cylinder and valve chest covers were removed for internal examination of cylinders and valve chests after official dock and sea trials; both examinations were satisfactory, the cylinder walls and valve faces being found in good condition.

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

Montreal:

The amount of Entry Fee ... £/ \$20.00 :
 Special Classification ... £/ \$200.00 :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) ... £/ \$20.00 :
 Saint John:-
 Installation of Machinery \$250.00
 Expenses 34.00
 Committee's Minute

When applied for, ...
 When received, Feb. 27, 1943
 Total fee applied for ...
 March 23, 1943.
 (Saint John, N.B.)

W. P. Pritchard & P. B. ...
 Engineer Surveyors to Lloyd's Register of Shipping.

Assigned ...
 + L.M.C. 2.43
 F.D. CL
 MAY 1943

