

Rpt. 4.

In 20 RPT.
No. 6644Rpt. 4 **REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.**

August 10th. 45

August 14th. 45

Received at London Office

20 SEP 1945

Date of writing Report

Feb. 7th. 45

When handed in at Local Office

Jan. 25, 1945

Port of

Montreal, Que. & Quebec, Que.

No. in Survey held at Three Rivers, Que. & Quebec, Que. 1st. February 1945 9th. August 1945
Reg. Book. June 18, 1944 Last Survey Jan. 17, 1945

-- on the STEEL SINGLE SCREW STEAMER "CARTIER PARK"

(Number of Visits. Constant attendance Gross 2963.40
Net 1635.10

Built at LAUZON, P.Q. By whom built GEO. T. DAVIE & SONS LTD. Yard No. 33 When built 1945

Engines made at Three Rivers, Que. By whom made Canada Iron Foundries Ltd Engine No. 2037 When made 1945

Boilers made at LACHINE By whom made Dominion Bridge Co. Ltd. Boiler No. B1421-S10 B1509-P1 When made 1945

Registered Horse Power Owners CANADIAN GOVERNMENT Port belonging to MONTREAL

Nom. Horse Power as per Rule 268.81 269 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 Cylinder Revs. per minute 72

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

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

as fitted 11.25" 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" Is the screw shaft fitted with a continuous liner Yes

as fitted --- as fitted 12.25"

Bronze Liners, thickness in way of bushes as per Rule .657" as per Rule .493"

as fitted .6875" Thickness between bushes as fitted .53125" Is the after end of the liner made watertight in the

propeller boss Yes

Length of Bearing in Stern Bush next to and supporting propeller 51 3/8"

Propeller, dia. 15.75" Pitch 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 X 3" & Two 8" X 6" X 15" Pumps connected to the No. and size Two X 4.25", One X 10" X 12" X 10"

Pumps (How driven Main Eng. Weirs Steam Driven Main Bilge Line How driven Main Eng., Duplex, Steam

Ballast Pumps, No. and size One 10" X 12" X 10" 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 E.R. one X 4", Three X 3" B.R. Two X 3"

In Pump Room In Holds, &c. Nos. 1, 2, one each P&St. X 3", No. 3 & 4 one each P&St. X 2 1/2"

Dry tank one each P&St. X 3", Tunnel well one X 2 1/2", FP & AP on ballast range one each 3 1/2" & 4" respectively

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

No. and size One X 4" St. side 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, on Steel Stools 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 ---

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 welded plate fitted

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

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

No. and Description of Boilers 2 - Multitubular Scotch Boilers Working Pressure 200 lbs./ Square Inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Is the donkey boiler be used for domestic purposes only Approved --- Approved

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

(If not state date of approval) Superheaters Approved General Pumping Arrangements Approved Oil fuel Burning Piping Arrangements ---

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes

Is the principal additional spare gear supplied ---

The foregoing is a correct description
Canada Iron Foundries Limited

Manufacturer.



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010024-010036-0326

Constant attendance - from June 18th, 1944 to January 17th, 1945.

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

1ST. FEBRUARY 1945 to 9TH. AUGUST 1945

Total No. of visits CONTINUOUS ATTENDANCE

Dates of Examination of principal parts — Cylinders 17.10.44 10.12.44 Slides 3.10.44 4.12.44 Covers 14.10.44 15.11.44
Pistons 23.10.44 22.11.44 17.1.45 on Rod 5.10.44 27.11.44 17.1.45 Connecting rods 20.10.44 14.11.44 17.1.45
Crank shaft 22.11.44 6.12.44 21.12.44 Main shaft 12.9.44 21.12.44 Intermediate shafts 16-3-45
Tube shaft -- Screw shaft 2-5-45 Propeller No. 44-Lloyds 3756-WFM 6-1-45
Stern tube 9-5-45 Engine and boiler seatings 8-2-45 Engines holding down bolts 4-7-45

Completion of fitting sea connections 13-7-45

Completion of pumping arrangements 6-8-45 Boilers fixed 22-3-45 Engines tried under steam 8-8-45

Main boiler safety valves adjusted 6-8-45 Thickness of adjusting washers Port. .451 & .495 Starbd. .361 & .570

Crank shaft material Pins & Journals Identification Mark T.C. 21.12.44 Thrust shaft material O.H. Steel Identification Mark T.C. 21.12.

Intermediate shafts, material -- O.H. Steel 9606, 9604, 9599 all T.M. Identification Marks 9600, 9603, ~~9604, 9599~~

Screw shaft, material OHS Identification Mark 8926 TM Steam Pipes, material S.D.C.R. Test pressure 600Lbs. Date of Test 13-7-45

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 S/S "ROCKWOOD PARK"

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 GEO. T. DAVIE & SONS LIMITED, LAUZON, LEVIS, QUE. 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 the Register Book in the case of the Vessel, subject to satisfactory installation and sea trials.

The MACHINERY of this Vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory. The Safety valves have been adjusted under steam, tested for accumulation and thickness of washers noted. In my opinion this Vessel is eligible for record of L.M.C. 8,45 and notation T.S.(C.L.)

The amount of Entry Fee ... £ 20:00 : When applied for,
Special ... £ 325:00 : 6th Sept 1945
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ Included in Hull Rpt. 19

Committee's Minute

Assigned + LMC 8,45

F.D. C.L.

Thomas Clark & T. Falkner
Engineer Surveyor to Lloyd's Register of Shipping.



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