

Rpt. 4
2 AUG 1943

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No. 5893

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **19 AUG 1943**

Date of writing Report **June 22nd./43** When handed in at Local Office **Oct. 9th 1942** Port of **MONTREAL, QUE.**

Date, First Survey **5th. June, 1942** Last Survey **20th. May 43**
17th July, 1942 **13th September 1942**

Survey held at **MONTREAL, QUE.** (Number of Visits **21**)

on the **S. S. "LANSDOWNE PARK"** Tons **2861.47**
 Gross **1658.00**
 Net

built at **LAUZON, LEVIS, P.Q.** By whom built **GEO. T. DAVIE & SONS LIMITED** Yard No. **14** When built **1942**

engines made at **Lachine, Montreal, P.Q.** By whom made **DOMINION BRIDGE COMPANY LTD.** Engine No. **2002** When made **1942**

boilers made at **Lachine, Montreal, P.Q.** By whom made **DOMINION BRIDGE COMPANY LTD.** Boiler No. **B/1042P2** When made **1942**

Registered Horse Power **Mgr. PARK STEAMSHIP CO. LTD.** Owners Port belonging to **Montreal**

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

made for which Vessel is intended **Ocean going**

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

Diameter 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"** Mid. length breadth **16.25"** Thickness parallel to axis **6.875"**

Intermediate Shafts, diameter as fitted **11.25"** Crank webs as fitted **6.875"** Mid. length thickness **6.875"** Thickness around eye-hole **4.75"**

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

as fitted **10.75"** as fitted **11.25"**

Shafts, diameter as per Rule **11.78"** Is the tube screw shaft fitted with a continuous liner **Yes**

as fitted **12.25"** as fitted **12.25"**

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

as fitted **.6875"** as fitted **.53125"** Is the after end of the liner made watertight in the propeller boss **Yes**

Propeller, dia. **15.75'** Pitch **14.0'** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface **51-3/8" sq. ft.**

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

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

Ballast Pumps, No. and size **2-3" -.26" stroke** Pumps connected to the Main Bilge Line { No. and size **1- 10x12x10" Ballast pump** How driven **main engine** Main Bilge Line { How driven **Steam** **200 tons per hour**

Lubricating Oil Pumps, including Spare Pump, No. and size **2-3" P, 1-3" S, 1-3" P, 1-3" S strokehold**

Oil Cooler **4-2 1/2" P&S No. 3 hold, 2-3" P&S No. 2 hold, 2-3" P&S No. 1**

Pump Room **old, 2-3" P&S dry tank under boilers.**

Water Circulating Pump Direct Bilge Suctions, No. and size **1-6" dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1-4" dia.** 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 **with compensation** 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 **Yes**

How are they protected **Steel sheeting**

How are they protected **Tank suction lines** 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 **Is the Shaft Tunnel watertight** **Yes** Is it fitted with a watertight door **No** worked from **-**

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

Which Boilers are fitted with Forced Draft **Port and Starboard - - -** Which Boilers are fitted with Superheaters **Port and Starboard -**

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

A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

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

Are approved plans forwarded herewith for Shafting **Approved London** Main Boilers **Approved New York** Auxiliary Boilers **Approved** Donkey Boilers **Approved**

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 **Condenser tubes, ferrules, boiler plain & stay tubes, uptake tubes, preheater spares, spares for dynamo and auxiliary pumps.**

The foregoing is a correct description

DOMINION BRIDGE CO. LIMITED
P. D. Findlay, Mechanical Engineer, Manufacturer.



1942- July 17, 20, 22, 24, 28, 30, August 3, 10, 11, 17, 19, 21, 24, September 2, 4, 9, 13, 15, 16, 21, 22

Dates of Survey while building (1942) Visits per month: June: 7, July 9, Aug: 12, Sept. 9, Oct. 8, Nov. 12, Dec. 11, Jan. 11, Feb. 7, (1943) Mar. 12, Apr. 13, May 10, last visit May 20th., 1943. Total No. of visits 142

Dates of Examination of principal parts - Cylinders 24.7.42, 28.7.42, 11.8.42 Slides 2.9.42 Covers 11.8.42 Pistons 2.9.42 Piston Rods 2.9.42 Connecting rods 2.9.42 Crank shaft 19-8-42 Thrust shaft 31-8-42 Intermediate shafts 20/1/43 Tube shaft - Screw shaft 5/10/42 - 20/1/43 Propeller 6/10/42 No. LR 5573 Stern tube 22/9/42 Engine and boiler seatings 17/8/42 Engines holding down bolts 17/5/43

Completion of fitting sea connections 9-10-42 Completion of pumping arrangements 28/4/43 Boilers fixed 5/12/42 Engines tried under steam 15/5/43 Main boiler safety valves adjusted 8/5/43 Thickness of adjusting washers Port Boiler P 9/16 S 17/32 Star Boiler P 5/16 S 7/32 L.R.No. 52

Crank shaft material O H Steel Identification Mark LR 8017-8037-8202-8240 Thrust shaft material O H Steel Identification Mark 19.8.42 HP 6600 HS 17/9/42 Tube shaft, material - Identification Mark - Intermediate shafts, material OH Steel Identification Mark LR No. 6999 HS 17/9/42 Steam Pipes, material Steel Test pressure 600 - Date of Test 1/3/42

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 - - Rickman

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 MESSRS. GEO. T. DAVIE & SONS LIMITED, LAUXON, LEVIS, P.Q., for installation and off trials.

It is recommended for the favourable consideration of the Committee that the record of * L.M.C. (with date) be made Register Book in the case of this 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 working conditions and found satisfactory and safety valves have been tried under steam and test for accumulation.

Blank space for additional remarks or signatures.

The amount of Entry Fee ... \$ 20.00 : When applied for, Special ... \$ 325.00 : July 16, 1943 Donkey Boiler Fee ... £ Travelling Expenses (if any) \$ Included with Hull Rpt. When received, 19

R. A. ... High Pritchard. Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 17 SEP 1943 Assigned + LMC 5.43 J.D. Cl.

