

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. JUN 1943

Date of writing Report Jan. 26th 1943 When handed in at Local Office Jan. 4th 1943 Port of MONTREAL, QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey Oct. 31st Last Survey Dec. 17th 1942

Reg. Book. on the S. S. "DARTMOUTH PARK" St. John July 13 (Number of Visits 18 39)

Built at Saint John, N.B. By whom built St. John Dry Dock & Shipbuilding Co. Ltd. Yard No. 15 When built 1942

Engines made at LACHINE, P. Q. By whom made DOMINION BRIDGE CO. LIMITED Engine No. 2005 When made 1942

Boilers made at LACHINE, P. Q. By whom made DOMINION BRIDGE CO. LIMITED Boiler No. B.1042 P5 When made 1942

Registered Horse Power \_\_\_\_\_ Owners H.M. the King, in right of Canada, represented by the Minister of Munitions and Supply, Ottawa 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

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 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"

as fitted 11.25" Crank webs Mid. length thickness 6.875" sbrunk 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 \_\_\_\_\_ 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" 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

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 there got up with a plastic material insoluble in sea water \_\_\_\_\_

If any boxes or pads in the stern tube appear to be in contact with the propeller shaft \_\_\_\_\_

Propeller, dia. 15.75" Pitch 14.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 75 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 1. 8" - 6" - 15" Pumps connected to the Main Bilge Line { No. and size 1. 10" - 12" - 10"

Pumps (How driven Steam How driven Steam

Ballast Pumps, No. and size 1. 10" - 12" - 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 2 - 3" - 26" 1. 10" - 12" - 10"

In Pump Room \_\_\_\_\_ In Holds, &c. \_\_\_\_\_

Main 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 all 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 Condensers 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 No. 3 air pipe and No. 4 filling and air pipes How are they protected Sheet metal covers

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 No 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 & Starboard Which Boilers are fitted with Superheaters Port and Starboard

No. and Description of Boilers 2- Multitubular Scotch Boilers Working Pressure 200 lbs./sq. in.

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 Approved London Main Boilers Approved New York Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_

(If not state date of approval)

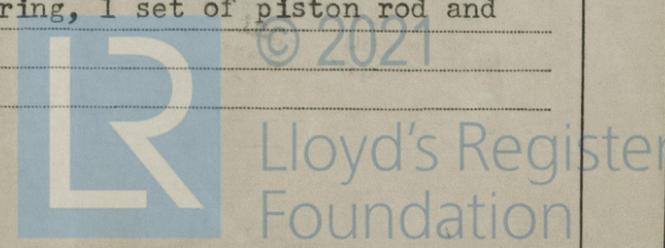
Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

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

The foregoing is a correct description  
 DOMINION BRIDGE CO. LIMITED  
 R. H. Findlay, Mechanical Engineer, Manufacturer.



NOTE.—The words which do not apply should be deleted. Is a Report also sent on the Hull of the Ship? If not, state whether, and when, one will be sent?

5790

Oct. 31, Nov. 3, 5, 9, 11, 16, 17, 18, 19, 21, 26, 30, Dec. 1, 6, 9, 14, 16, 17

Dates of Survey while building  
 During progress of work in shops - -  
 During erection on board vessel - -  
 Total No. of visits 39

Dates of Examination of principal parts - Cylinders H.P. 11.11.42 M.P. 17.11.42 L.P. 11.11.42 Slides 5.12.42 Covers 17.11.42  
 Pistons 1.12.42 Piston Rods 1.12.42 Connecting rods 1.12.42  
 Crank shaft 18.11.42 Thrust shaft 12.11.42 Intermediate shafts 28/12/42  
 Tube shaft - Screw shaft 4/12/42 Propeller 10/11/42  
 Stern tube 13/7/42 Engine and boiler seatings 11/1/43 Engines holding down bolts 12/3/43  
 Completion of fitting sea connections 17/12/43  
 Completion of pumping arrangements 5/4/43 Boilers fixed 1/4/43 Engines tried under steam 15/4/43  
 Main boiler safety valves adjusted 8/4/43 Thickness of adjusting washers S.V..448; P.V..487: S.V..407; P.V..355  
 Crank shaft material O H Steel Identification Mark LR No. 5034 18.11.42 HGLP Thrust shaft material O H Steel Identification Mark 12.11.42 H.S.  
 Intermediate shafts, material O H Steel Identification Marks LR.No.130:137:9579:8900:8519 Tube shaft, material O H Steel Identification Mark  
 Screw shaft, material O H Steel Identification Mark LR No. 8516 Steam Pipes, material Steel Test pressure 500 lbs per sq. in. Date of Test 24/3/43  
 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 "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 St. John Shipbuilding & Dry Dock Co. Limited, 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 the Register Book in the case of the 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.

The Surveys are requested not to write on or below the space for Committee's Minute.)

Montreal:

The amount of Entry Fee	x 20:00	: } When applied for, <del>xxxxxxx</del> Feb. 27, 1943 When received, 19
Special	\$200.00	
Donkey Boiler Fee	£	
Travelling Expenses (if any)	x 22:00	

Saint John;  
 Installation of Machinery: \$250.00  
 Expenses 22:00  
 Committee's Minute

Total fee applied for  
 May 12, 1943  
 (Saint John, N. B.)

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

Assigned

FRI. 18 JUN 1943  
 + LMC 4.43 20:00



© 2021  
 Lloyd's Register  
 Foundation