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No. 6273

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 15 NOV 1944

Date of writing Report **June 16, 1944** When handed in at Local Office **June 12, 44** Port of **Montreal, Que.**  
No. in Survey held at **Three Rivers, Que.** Date, First Survey **Dec. 26, 1943** Last Survey **July 10, 1944**  
Reg. Book. on the **S.S. LISCOMB PARK.** Constant attendance  
(Number of Visits)  
Built at **PICTOU N.S.** By whom built **FOUNDATION MARITIME LTD** Yard No. **17** When built **1944**  
Engines made at **Three Rivers, Que.** By whom made **Canada Iron Foundries Ltd** Engine No. **2025** When made **1944**  
Boilers made at By whom made Boiler No. When made  
Registered Horse Power Owners Port belonging to  
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 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-hol **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"** 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**  
No --- 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 Pumps connected to the {No. and size  
Pumps {How driven Main Bilge Line {How driven  
Ballast Pumps, No. and size 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  
In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
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  
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
What Pipes pass through the bunkers 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  
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 Is it fitted with a watertight door 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 & 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? 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

The foregoing is a correct description  
Canada Iron Foundries Limited  
Per *W. J. D. Smith*

Manufacturer.



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Lloyd's Register  
Foundation

011341-011351-0120



Constant attendance - from Dec. 26, 1943 to July 10, 1944.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 18.3.44 20.5.44 Slides 8.3.44 7.4.44 Covers 27.3.44 3.4.44  
Pistons 10.3.44 20.3.44 5.6.44 Piston Rods 16.3.44 12.4.44 5.6.44 Connecting rods 8.4.44 20.4.44 24.5.44

Crank shaft 11.5.44 30.5.44 Thrust shaft 24.5.44

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material Crank Webs Cast Steel

Lloyd's 8604

Pins & Journals Identification Mark

T.C. 30.5.44

Thrust shaft material O.H. Steel

Identification Mark

Lloyd's 700

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

Is an installation fitted for burning oil fuel

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

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 ST. JOHN DRY DOCK & SHIPBUILDING 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 the Register Book in the case of the Vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... 20:00 : When applied for,  
Special ... 200:00 : Aug. 31 1944  
Donkey Boiler Fee ... 50:00 : When received,  
Travelling Expenses (if any) 21:00 : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

see minute on 28 Apr



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