

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Aug. 7th. 43  
 May 1st. 43  
 Aug. 10th. 43  
 April 20th, 43  
 Quebec, P.Q.  
 Montreal, P.Q.  
 20 SEP 1943  
 Port of Montreal, P.Q.  
 Date, First Survey 3rd February 1943  
 Last Survey 22nd April 1943  
 Number of Visits 31 & 39  
 Gross Tons 7137.64  
 Net Tons 4244.48  
 on the Single Screw Steamer "CHIPPEWA PARK"  
 Built at Lauzon, Levis, Quebec, P.Q. By whom built Davie Shipbuilding & Engng. Co. Limited, Yard No. 546, When built 1943  
 Engines made at Lauzon, Levis, Quebec, P.Q. By whom made Dominion Engineering Works Limited, Engine No. 94, When made 1943  
 Boilers made at Toronto Ont. By whom made John Inglis Co. Ltd., Boiler No. 4413-937, 4414-938, 4412-936, When made 1943  
 Registered Horse Power 504 Owners Park Steamship Co. Ltd. Port belonging to Montreal  
 Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 76  
 of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.99" Crank pin dia. 14 1/2" Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.  
 as fitted 14 1/2" Crank webs --- Mid. length thickness --- sbrunk Thickness around eye-hole 7.125  
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"  
 as fitted 13.5" as fitted 14.25"  
 Main Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87"  
 as fitted --- as fitted 15.25" Is the screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565"  
 as fitted .78125" as fitted .68" 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 Solid  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Tight Fit  
 If two liners are fitted, is the shaft lapped or protected between the liners --- Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 61"  
 Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.  
 Main Engines, No. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---  
 Main Engines, No. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes  
 Pumps (No. and size) Two-10"x7"x24" Pumps connected to the Main Bilge Line { No. and size Three-two 4 1/2" Rams, one 10" x 12" x 10"  
 How driven J. Inglis Steam driven Main Bilge Line { How driven Two Main engines, one duplex steam  
 Main 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  
 Main Pumps:—In Engine and Boiler Room E.R. three x 3", one x 5", one x 9" B.R. two x 3"  
 Pump Room In Holds, &c. No. 1, 2, 3, 4, & 5 each one x 3" P&M, Deep Tanks P&St. one  
 each 6", After tunnel well one 2 1/2", FP&AP on Ballast range one each 4"

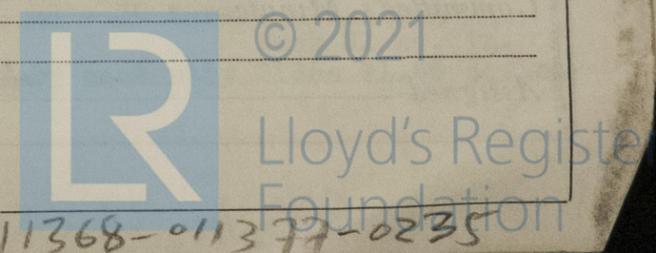
Main Water Circulating Pump Direct Bilge Suctions, No. and size one x 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size st. one x 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 Are the Bilge Suctions in the Machinery Space 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, except Main injection Are they fitted with Valves or Cocks 7 valves, 2 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 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 P&St. steel bilge lines to Nos. 1, 2 & 3 Holds How are they protected by Bilge covering boards.  
 What pipes pass through the deep tanks None 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 worked from ---

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 7140 Square Feet  
 Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three  
 No. and Description of Boilers 3 Single Ended Multitubular. Working Pressure 220 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? ---  
 Can the donkey boiler be used for domestic purposes only. ---

**PLANS.** Are approved plans forwarded herewith for Shafting Main Boilers 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  
 DOMINION ENGINEERING WORKS LIMITED  
 Per. H. Almon Manufacturer.



011368-011377-0235

3, 9, 15, 22, 26 February. 6, 9, 12, 15, 16, 18, 19, 20, 22, 24, 25, 26, 31 March.  
 During progress of work in shops - - - 1, 2, 5, 6, 8, 9, 10, 13, 15, 16, 19, 20, 22, April  
 Dates of Survey while building  
 During erection on board vessel - - - 1942- DEC. 10, 14, 18, 23 1943- JAN. 5, 12, 16, 29 FEB. 8, 12, 17, 23, 27 MAR. 4, 10, 11, 18, 25, 31 APR. 5, 12, 17, 26 MAY 1, 10, 15, 22, 27 JUNE 5, 14, 29 JULY 2, 5, 10, 15, 22, AUG. 2, 6.  
 Total No. of visits 31 & 39 = 70

Dates of Examination of principal parts - Cylinders 3.2.43 18.3.43, 8.4.43 Slides 3.2.43 18.3.43, 8.4.43 Covers 3.2.43 18.3.43, 8.4.43  
 Pistons 3.2.43 18.3.43, 8.4.43 Piston Rods 22.4.43 Connecting rods 22.4.43  
 Crank shaft 22.4.43 Thrust shaft 13.4.43 Intermediate shafts 6 at 9.11.42  
 Tube shaft - Screw shaft 9.11.42 Propeller No. 165-2497 F.W.M. 9.3.43  
 Stern tube 7.6.43 Engine and boiler seatings 8.5.43 Engines holding down bolts 3.7.43  
 Completion of fitting sea connections 5.6.43  
 Completion of pumping arrangements 30.7.43 Boilers fixed 10.5.43 Engines tried under steam 2.8.43  
 Main boiler safety valves adjusted 30.7.43 Thickness of adjusting washers P 17/32 & 9/16 C 15/32 & 7/16 St. 9/16 & 9/16  
 Crank shaft material O.H. STEEL Identification Mark H.S. 22.4.43 Thrust shaft material O.H. STEEL Identification Mark H.S. 1  
 Intermediate shafts, material Identification Marks see below Tube shaft, material - Identification Mark  
 Screw shaft, material Identification Mark IJT 5537 Steam Pipes, material Test pressure --- Date of Test 5-7  
 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 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 SS "FORT TADOUSSAC" & "FORT C"

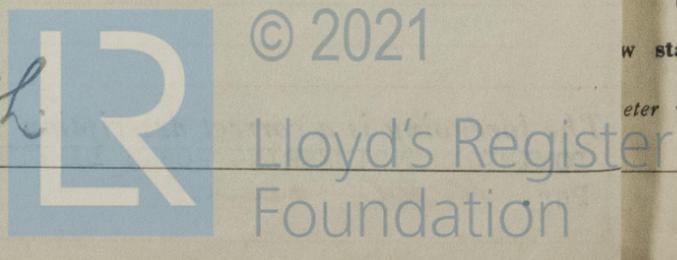
General Remarks (State quality of workmanship, opinions as to class, &c.)  
 This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved  
 The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110,  
 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.  
 This ENGINE has been fitted with Cast Steel Connecting Rods.  
 The ENGINE has now been shipped to Davie Shipbuilding & Repairing Company Limited, Lauzon, Levis,  
 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  
 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. The safety valves have been adjusted under steam and  
 tested for accumulation. In my opinion this Vessel is eligible for record of \* L.M.C. 8,43 " at  
 Notation T.S. (C.L.)".

Intermediate Shafting Identification Marks:-  
 5606, 5602, 5614, 5566, 5570, 5607, All I.J.T. 9.11.42

The amount of Entry Fee ... \$ 30.<sup>00</sup> : When applied for,  
 Special ... \$ 400.<sup>00</sup> : Aug. 12 1943  
 Donkey Boiler Fee ... £ :  
 Travelling Expenses (if any) \$ Included in Hull Rpt. :  
 19

D. Galkett & H. J. Saunders  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 1 OCT 1943  
 Assigned +LMC 8.43 FD, CL



Certificate to be sent to

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