

pt. 4.
forwarded

m. J. B. Rpt.
No. 6274

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **2 FEB 1945**

of writing Report **July 27th, 1944** When handed in at Local Office **June 29th, 44** Port of **Montreal, Que.**

in **D.O.** Survey held at **Three Rivers, Que.** Date, First Survey **Jan. 12, 1944** Last Survey **June 21, 1944**

Book **Constant attendance** (Number of Visits **30**) Last visit: **Jan. 8/45** Gross **2883** Tons Net **---**

on the **steel single screw steamer "OAKMOUNT PARK"**

ilt at **Saint John, N.B.** By whom built **St. John Drydock & Shipbuilding Co. Ltd.** Yard No. **19** When built **1944**

ines made at **Three Rivers, Que.** By whom made **Canada Iron Foundries Ltd.** Engine No. **2026** When made **1944**

ilers made at **Lachine, P.Q.** By whom made **Dominion Bridge Co. Ltd.** Boiler No. **B.1340** When made **1944**

gistered Horse Power **---** Owners **Canadian Government** - **P.8, S.8** Port belonging to **Montreal**

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

ade for which Vessel is intended **Ocean Going**

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

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

ank 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"**

ermediate 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"**

be 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"**

onze Liners, thickness in way of bushes as per Rule **.657"** as per Rule **.493"** Is the after end of the liner made watertight in the

as fitted **.6875"** as fitted **.53125"**

PELLER boss **Yes**

opeller, dia. **15.75"** Pitch **14.0"** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface **75** sq. ft.

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

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

eed { No. and size **2-8" -6"-15"** Pumps connected to the { No. and size **2-10"-12"-10"; 8"-6"-15"**

umps { How driven **Steam** Main Bilge Line { How driven **Steam**

llast Pumps, No. and size **1 - 10"-12"-10"** Lubricating Oil Pumps, including Spare Pump, No. and size **---**

Two independent means arranged for circulating water through the Oil Cooler **---** Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps;—In Engine and Boiler Room **E.R.S. 1-4"; P.Aft. 1-3"; P.For'd. 1-3"; B.R.P. 1-3"; S. 1-3"**

Pump Room **In Holds, &c. No. 1, 1-3"P.; 1-3"S.; No. 2, 1-3"P.; 1-3"S**

3 Aft. **1-2 1/2"P.; 1-2 1/2"S; For'd 1-2 1/2"P.; 1-2 1/2"S; Tunnel Well 1-2 1/2"**

ain Water Circulating Pump Direct Bilge Suctions, No. and size **1-6"** Independent Power Pump Direct Suctions to the Engine Room Bilges,

o. and size **1-4"; 1-3"; 1-3 1/2"** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**

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**

all Sea Connections fitted direct on the skin of the ship **No**—Suctions on **Cofferdam** Are they fitted with Valves or Cocks **Yes** Valves and cocks

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**

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**

hat Pipes pass through the bunkers **Centre castle scupper drains and** How are they protected **Sheet Steel Casings**

hat pipes pass through the deep tanks **No. 4 S.D.B. Tank air pipe** Have they been tested as per Rule **---**

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **Yes**

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

partment to another **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **No** worked from **---**

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

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

o. and Description of Boilers **2 - Multitubular Scotch Boilers** Working Pressure **200 lbs./ Square Inch**

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

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

m the donkey boiler be used for domestic purposes only **---**

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

(If not state date of approval)

perheaters **Approved London** General Pumping Arrangements **New York** Oil fuel Burning Piping Arrangements **---**

SPARE GEAR.

as the spare gear required by the Rules been supplied **Yes**

ate the principal additional spare gear supplied **Main Condenser: 25 tubes, 50 ferrules, 100 pieces of condenser tube pack-**

g, one tap for tube plate, 1 die for condenser ferrules, 1 guide pin for packing, 1 packing extractor,

é ferrule driver, one tube driver. Main Engines: 3 sets of wearing segments of King tandem packing

r H.P., I.P., and L.P. valve spindles. Boilers: 10 plain boiler tubes, 2 stay tubes, 2 of each-

ad plates, bearer plates and bridge plates, 2 safety valve springs, 1 pressure gauge, 1 tube expander.

rced Draught: 3 baffle plates, 1 furnace door complete, 2 ash pit doors complete, 4 air valves com-

ete, 14 retarders. Superheaters: 2 header drain valves, 96 flexible unit gaskets, 1 set of tools.

emotor: 1 box containing assorted valve springs, packing rings, copper joints; 3 sets of S.E.A. ring

cking, 1 set of tools. Steering Engine: 1 set of brasses for main bearing; bottom end and cross head,

piston rings; 1 buffer complete with spring, 1 set of piston rod and valve spindle packing.

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

Manufacturer.



011461-011468-0084

Constant attendance - from Jan. 12, 1944 to June 21, 1944

Dates of Survey while building

During progress of work in shops -

During erection on board vessel -

1944: May 25, June 12, 15; Sept. 9, 18, 22, 25; Oct. 4, 5, 6, 10, 20, 27; Nov. 3, 7, 9, 16, 16, 29, Dec. 4, 6, 14, 15, 18, 21, 30, 31; Jan. 1945, 1, 3, 6.

Total No. of visits 30 (Saint John visits).

Dates of Examination of principal parts - Cylinders 4-4-44 15-6-44 2-6-44 Slides 1-4-44 21-4-44 Covers 12-4-44 22-4-44

Pistons 20-4-44 6-4-44 17-6-44 Piston Rods 28-3-44 24-4-44 17-6-44 Connecting rods 18-4-44 6-5-44 7-6-44

Crank shaft 29-5-44 9-6-44 Thrust shaft 10-2-44 31-5-44 Intermediate shafts 3-3-44

Tube shaft -- Screw shaft 3-3-44 Propeller 12-5-44

Stern tube 7-6-44 Engine and boiler seatings 2-10-44 Engines holding down bolts 16-11-44

Completion of fitting sea connections 19-9-44

Completion of pumping arrangements 1-12-44 Boilers fixed 4-12-44 Engines tried under steam 18-12-44

Main boiler safety valves adjusted 21-12-44 Thickness of adjusting washers P. 474: S. 487; P. 334: S. 505

Crank shaft material Crank Webs-Cast Steel Lloyd's 3320 Thrust shaft material O.H. Steel Identification Mark T.C. 9.6.44

Pins & Journals Identification Mark T.C. 9.6.44 Thrust shaft material O.H. Steel Identification Mark T.C. 31.5.

Intermediate shafts, material O.H. Steel Identification Marks L.R. 3-3-44-M.D. Tube shaft, material -- Identification Mark --

Screw shaft, material O.H. Steel Identification Mark L.R. 7491 3-3-44-M.D. Steam Pipes, material Steel Test pressure 600 lbs Date of Test 3-11-44

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 Yes

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 ST. JOHN DRY DOCK & SHIPBUILDING CO. LTD., ST. 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, stern tube and bush, tail shaft, propeller, auxiliary machinery and sea valves and cocks, in accordance with the Rules and approved plans. The materials and workmanship are of good quality.

The main engine cylinders and valve chests were examined internally on completion of Official Dock and Sea Trials and on both examinations, were found satisfactory. The cylinder walls and valve faces and working parts generally were found in good condition.

Certificate to be sent to

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

The amount of Entry Fee ...	\$ 20.00	: When applied for,	} Total fees and expenses applied for Jan. 23, 1945
Special ...	\$ 200.00	: (Aug. 31, 1944)	
Donkey Boiler Fee ...	\$ 50.00	: When received,	
Travelling Expenses (if any) \$	19.00	: 19.00	
Installation of Mchry. Expenses	\$ 250.00	: Saint John a/c.	
Committee's Minute	\$ 36.50		

Thomas Clark, J. B. McQueen
Engineer Surveyor to Lloyd's Register of Shipping.

Assigned +LMC 1,45 F.D. C.L.