

Rpt. 4.

No. 5743

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## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report March 10th 1942 When handed in at Local Office March 10th 1942 Port of MONTREAL, QUE.

No. in Survey held at Montreal, P. Q. Date, First Survey 3rd Jan. 1942 Last Survey 23rd July 1942

Reg. Book. on the Steel Single Screw Steamer, "GATINEAU PARK" (Number of Visits 32) Quebec 44 Tons {Gross 7127.53  
Net 4254.99

Built at LAUZON, LEVIS, P. Q. By whom built DAVIE SHIPBUILDING & REPAIRING CO. LTD. Yard No. 535 When built 1942.

Engines made at LACHINE, QUE. By whom made Dominion Engineering Works Ltd Engine No. 16 When made 1942

Boilers made at " " By whom made Dominion Bridge Co. Ltd. Boiler No. B914 When made 1942

Registered Horse Power 504 Owners Waritime Merchant Shipping Ltd. Port belonging to Montreal

Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

Dia of Cylinders 24½ x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.07 Crank pin dia. 14½" Mid. length breadth - Thickness parallel to axis 9" & 9½" L.P.

Intermediate Shafts, diameter as per Rule 13.2 Thrust shaft, diameter at collars as per Rule 13.82

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.075 Is the tube 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" 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 shaft No

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material whether Moveable Solid Total Developed Surface 117 sq. ft.

Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size Two 10½x8x22" Pumps connected to the Main Bilge Line { No. and size Three: Two 4½" Rams, one 10x12x10"

Pumps (How driven Weir's steam driven How driven Two Main engine, one duplex steam

Ballast Pumps, No. and size One 10x12x10" 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 E.R. three x 3", one x 5", one x 9", B.R. two x 3"

In Pump Room - In Holds, &c. No. 1, 2, 3, 4, & 5 each one x 3", p&s., Deep tanks p&s., one each 6", after tunnel well one 2½", F.P. & A.P. 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 Starb'd 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 except main in-jection

Are all Sea Connections fitted direct on the skin of the ship Yes 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 bunker P&s steel bilge lines to No. 1, 2, 3 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 Yes Which Boilers are fitted with Superheaters All three

No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per 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 Ltd.

Manufacturer.

per W. Van Balle



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Lloyd's Register Foundation

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Montreal  
3, 5, 6, 7, 8, 9, 12, 16, 19, 23, 26, 28, 30th Jan., 1942, 2, 3, 4, 5, 7, 9, 10, 11,  
12, 14, 16, 19, 20, 21, 24, 25, 26, 27th Feb., 1942, 2nd March, 1942  
1941-Dec. 5, 9, 10, 27, 30. Jan. 1942-9, 13, 17, 22, 29. Feb. 5, 6, 12, 18, 25. Mar. 5, 10, 17, 23,  
30. Apr. 6, 7, 9, 14, 18, 21, 25, 26, 28. May 7, 16, 22, 25, 28. June 5, 13, 22, 27, 30. July 2, 4,  
13, 21, 23.  
Total No. of visits Montreal - 32. Quebec - 44.

Dates of Survey while building  
During progress of work in shops -  
During erection on board vessel -

Dates of Examination of principal parts - Cylinders 29-1-42, 16-2-42, 19-2-42 Slides 29-1-42, 16-2-42, 19-2-42 Covers 29-1-42, 16-2-42, 19-2-42

Pistons 29-1-42, 16-2-42, 19-2-42 Piston Rods 2-3-42 Connecting rods 2-3-42

Crank shaft 2-3-42 Thrust shaft 19.2.42 Intermediate shafts 6 off 21.4.42.

Tube shaft - Screw shaft 18.4.42 Propeller 15.5.42

Stern tube 28.5.42 Engine and boiler seatings 17.4.42 Engines holding down bolts 26.6.42

Completion of fitting sea connections 13.6.42

Completion of pumping arrangements 21.7.42 Boilers fixed 21.4.42 Engines tried under steam 22.7.42

Main boiler safety valves adjusted 20.7.42 Thickness of adjusting washers P25/32&33/64, C1/2" & 27/64, S13/32 & 27/64"

Crank shaft material O H S Identification Mark 2755 Thrust shaft material - Identification Mark 3688 H.S.

Intermediate shafts, material - Identification Marks See below Tube shaft, material - Identification Mark -

Screw shaft, material - Identification Mark 4310 H.S. Steam Pipes, material S.D.H.R.S. Test pressure -660 Date of Test 17.7.42

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 - -

Is this machinery duplicate of a previous case Yes If so, state name of vessel S/S "FORT TADOUSSAC" and S/S "FORT CHAMBLY"

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 Plans. 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 now been shipped to MESSRS. DAVIE SHIPBUILDING & REPAIRING COMPANY LIMITED, LAUZON, LEVIS, P.Q., for installation and official trials.

The machinery of this vessel has now been properly fitted on board and on completion tried under full 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 LMC 7.42.

Intermediate shafting Identification Marks

4320 H.S. 21.4.42, 4536 H.S. 21.4.42, 4616 H.S. 21.4.42, 4464 H.S. 21.4.42, 4309 H.S. 21.4.42,

4513 H.S. 21.4.42.

The amount of Entry Fee ... 20 00  
Special ... 400-  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for, Aug. 26, 1942  
When received, Sept. 8, 1942

Committee's Minute TUE 29 DEC 1942  
Assigned Lamb 7.42

Signature: H. G. Daunders  
Engineer Surveyor to Lloyd's Register of Shipping.

Rpt. 5a.  
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Date of writing  
No. in Reg. Book.  
Built at LAU  
Engines made  
Boilers made  
Nominal Horsepower  
MULTIPLE  
Manufacturers  
Total Heating Surface  
No. and Description of Boilers  
Tested by hydrostatic pressure  
Area of Fire  
Area of each  
In case of damage  
Smallest distance between  
Smallest distance between  
Largest internal  
Thickness 1-  
Long. seams  
Percentage of  
Percentage of  
Thickness of boiler  
Material  
Length of plates  
Dimensions of  
End plates in  
How are stays  
Tube plates:  
Mean pitch of  
Girders to center  
at centre 2 @  
in each 3 @  
Tensile strength  
Pitch of stays  
Front plate  
Thickness 3  
Pitch of stays  
Main stays:  
At base  
Diameter {  
Over  
Screw stays:  
At base  
Diameter {  
Over