

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

June 20th. 45  
 Sept. 30, 1944  
 When handed in at Local Office. Sept. 18, 1944  
 Port of Montreal, Que. & Quebec, P.Q.  
 Date, First Survey 8th. October 44  
 Last Survey 15th. June 1945  
 Constant attendance  
 (Number of Visits)  
 Tons Gross 2905.39  
 Net 1657.16  
 When built 1945  
 Built at Quebec, P.Q. By whom built Morton Engineering & Dry Dock Co. Ltd. and No. 61  
 Engines made at THREE RIVERS, Que. By whom made CANADA IRON FOUNDRIES LTD. Engine No. 2031 When made 1944  
 Boilers made at Machine, P.Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B1421-P5 B1421-S6 When made 1944  
 Registered Horse Power 1168 Owners Canadian Government (Mgrs.) Park S.S. Co. Ltd.  
 Port belonging to Montréal  
 Min. Horse Power as per Rule 268.81 269 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  
 No. of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cranks 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-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"  
 Main Shafts, diameter as per Rule 11.78" Is the screw shaft fitted with a continuous liner Yes  
 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  
 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 75 sq. ft.  
 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  
 Pumps connected to the Main Bilge Line { No. and size Two X 4.25, One X10"X12"X10"  
 How driven Main Engine, Steam duplex  
 Lubricating Oil Pumps, including Spare Pump, No. and size --  
 Oil Cooler --  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 In Engine and Boiler Room E.R. 3-3"; 1-4" Direct; BR 2-3";  
 In Holds, &c. No. 1 and No. 2 one 3" P&S each; No. 3 one ford. and one  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One X 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 and size One X 4" and one X 3" 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 No, fitted on Steel stools they fitted with Valves or Cocks Valves, cocks attachd. Shipside  
 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 None 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. 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, Welded plate fitted

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? 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 London Main Boilers New York Auxiliary Boilers -- Donkey Boilers --  
 (If not state date of approval)  
 Superheaters Approved General Pumping Arrangements Approved Oil fuel Burning Piping Arrangements --

## SPARE GEAR.

Is 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 Manufacturer.



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 Foundation



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Constant attendance - from March 28, 1944 to September 11, 1944.

Dates  
of Survey  
while  
building

During progress of  
work in shops - -

During erection on  
board vessel - -

8th. October 1944 to 15th. June 1945

Total No. of visits Continuous attendance

Dates of Examination of principal parts - Cylinders 26.7.44 10.8.44 Slides 15.7.44 29.7.44 Covers 22.7.44 12.8.44  
Pistons 4.7.44 30.7.44 11.9.44 Piston Rods 25.7.44 2.8.44 11.9.44 Connecting rods 4.8.44 19.8.44 4.9.44  
Crank shaft 14.8.44 5.9.44 Thrust shaft 8.6.44 5.9.44 Intermediate shafts 8-3-45  
Tube shaft - Screw shaft 8-3-45 Propeller LR 2556 WFM 27-9-44  
Stern tube LR 32 BH 3-10-44 Engine and boiler seatings 13-10-44 Engines holding down bolts 16-3-45

Completion of fitting sea connections 1-11-44  
Completion of pumping arrangements 30-5-45 Boilers fixed 9-4-45 Engines tried under steam 21-5-45

Main boiler safety valves adjusted 19-5-45 Thickness of adjusting washers P 25/64 P 3/8 S 3/8 S 27/64  
Crank shaft material Pins & Journals Identification Mark Lloyd's 3325 T.C. 5.9.44 Thrust shaft material O.H. Steel Identification Mark Lloyd's 9174:9175:9155:9205:9206  
Intermediate shafts, material OH Steel Identification Mark Lloyd's 8925 T.C. 5.9.44 Tube shaft, material OH Steel Identification Mark -

Screw shaft, material OH Steel Identification Mark Lloyd's 8925 T.C. 5.9.44 Steam Pipes, material SDCR Test pressure 600Lbs Date of Test 4-4-45

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 "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 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 MORTON ENGINEERING & DRYDOCK COMPANY LIMITED, QUEBEC, Que. 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 MACHINERY of this Vessel has now been properly fitted on board, and on completion tried under full working conditions, & found satisfactory.

The Safety Valves have been adjusted under steam & tested for accumulation.

In my opinion the Vessel is eligible for a record of LMC 6-45, and notation TS(CL).

Certificate to be sent to

The amount of Entry Fee ... £ 20:00 : When applied for,  
Special ... £ 325:00 : 30th July 1945  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ Incl. :  
in Hull Rpt. :  
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Committee's Minute 31 AUG 1945

Assigned + LMC 6.45 Sph.  
F.D. C.L.

R. A. Hawley, Engineer Surveyor to Lloyd's Register of Shipping.



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