

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 25th May, 1944 When handed in at Local Office June 5th, 1944 Port of Halifax, Nova Scotia,  
 No. in Survey held at Pictou, N. S., Date, First Survey 12th January Last Survey 25th April, 1944.  
 Reg. Book. (Number of Visits 35)  
 on the S. S. "BERESFORD PARK" Tons Gross 2878 Net 1653  
 Built at PICTOU, N. S., By whom built FOUNDATION MARITIME LD. Yard No. 11 When built 1944  
 Engines made at THREE RIVERS, P. Q., By whom made CANADA IRON FOUNDRIES LD Engine No. 2017 When made 1943.  
 Boilers made at LACHINE, P. Q., By whom made DOMINION BRIDGE CO. LD. Boiler No. B1147 P5 S8 When made 1943.  
 Registered Horse Power - Owners CANADIAN GOVERNMENT Port belonging to MONTREAL  
 Nom. Horse Power as per Rule 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 Cylinders. Revs. per minute 72  
 Dia of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders THREE No. of Cranks THREE  
 Crank shaft, dia. of journals as per Rule 10.99" as fitted 11.25" Crank pin dia. 11.25" Crank webs Mid. length breadth 16.25" Thickness parallel to axis 6.875"  
 Intermediate Shafts, diameter as per Rule 10.47" as fitted 10.75" Thrust shaft, diameter at collars as per Rule 10.99" as fitted 11.25"  
 Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 11.78" as fitted 12.25" Is the tube screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule .657" as fitted .6875" Thickness between bushes as per Rule .493" as fitted .532" 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 -  
 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 -  
 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  
 If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 51.375"  
 Propeller, dia. 15.75 ft. 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 1-6" Simplex; 1-2" Injector) pumps connected to the Main Engine pumps and ballast pump.  
 Pumps (How driven Indep't. Steam Main Bilge Line How driven Main Engine Indep't Steam.  
 Ballast Pumps, No. and size One Duplex 12" Dia. 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 Five 3" dia. & two bilge suction from dry tanks, under boilers.  
 In Pump Room - In Holds, &c. Nos. 1 & 2 - 3" dia. Nos. 3 & 4 - 2½" dia. 2 each.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One - 6"; One - 4"; 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 Are they fitted with Valves or Cocks Valves  
 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 Perm. Closed.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3854 sq. ft.  
 Which Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.  
 No. and Description of Boilers TWO multitubular Scotch Type Working Pressure 200 lbs.  
 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 App. London. Main Boilers App. New York Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval) See copies sent for "ROCKCLIFFE PARK"  
 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 One set packing wearing segments for all piston rods and valve spindles.  
 25 condenser tubes and 50 ferrules.  
 10 plain boiler tubes, one furnace door and 2 ash pit doors and spare gear  
 for forced draught fronts.

The foregoing is a correct description

R. S. Shaw.

Manufacturer.



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Lloyd's Register  
Foundation

012446 - 012459 - 0107



Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits 35 - DURING ERECTION ON BOARD.

Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft 26-2-44. Intermediate shafts 26-2-44.  
Tube shaft - Screw shaft 28-1-44. Propeller 28-1-44.  
Stern tube 26-1-44. Engine and boiler seatings 29-2-44. Engines holding down bolts 9-3-44.  
Completion of fitting sea connections 26-1-44.  
Completion of pumping arrangements 5-4-44. Boilers fixed 25-3-44. Engines tried under steam 6-4-44.  
Main boiler safety valves adjusted 14-4-44. Thickness of adjusting washers PORT Blr. P. 499; S. 446; STARBD. Blr. P. 546; S. 547.  
Crank shaft material Pins & Journals Identification Mark 8597. Thrust shaft material O.H. Steel Identification Mark 5173.  
Intermediate shafts, material O.H. Steel Identification Mark 7459; 261; 260; 7141; 5227 Tube shaft, material - Identification Mark -  
Screw shaft, material O.H. Steel Identification Mark 1568 Steam Pipes, material S.D. Steel Test pressure 600 lbs. / sq. in. Date of Test 17-3-44.  
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 "ROCKCLIFFE PARK"  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The boilers and machinery of this vessel have been installed on board under special survey and accordance with the Approved Plans, Rule Requirements and Specification, and special instructions received from Wartime Shipbuilding Limited.

The steam and feed pipes have been tested to Rule Requirements and found sound and tight. The boilers examined under steam and the safety valves adjusted to 200 lbs. per sq. in. in main valves and 205 lbs. per sq. in. superheater safety valves.

The materials and workmanship are of good quality and the main and auxiliary machinery, pumping arrangements, etc. have all been tried under full working conditions and found satisfactory.

In my opinion this machinery is suitable for the purpose intended and eligible for the notation L.M.C. 4-44 and T.S. (CL) 4-44.

The amount of Entry Fee ... \$ 20.00 Mtl. a/c. When applied for, June 7th 1944.  
Engines \$200.00 " " " "  
Boilers \$200.00 " " " "  
Expenses \$ 25.00 " " " "  
Installation \$250.00 " " " "  
Expenses \$ 25.00 " " " "  
Committee's Minute

Assigned + LMC 4.44  
JD CL

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

As. H. Nain  
Engineer Surveyor to Lloyd's Register of Shipping.