

Rpt. 4.

Final Rpt. No. 6109

Rpt. 4. REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 JUN 1944

Date of writing Report **Feb. 14, 1944** When handed in at Local Office **Jan. 7, 1944** Port of **Montreal, Que.**

No. in Survey held at **Three Rivers, P.Q.** Date, First Survey **July 12th, 1943** Last Survey **Dec. 28th, 1943**
Reg. Book. on the **S.S. BERESFORD PARK.** (Number of Visits **Constant attendance**)

Built at _____ By whom built _____ Yard No. _____ When built _____
Engines made at **Three Rivers, P.Q.** By whom made **Canada Iron Foundries Ltd.** Engine No. **2017** When made **1943**
Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
Registered Horse Power _____ Owners _____ Port belonging to _____
Nom. Horse Power as per Rule **268.81** 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**
Dia of Cylinders **20" 31" 55"** Length of Stroke **39"** No. of Cylinders **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"**
Tube Shafts, diameter as per Rule _____ Screw Shaft, diameter as per Rule **11.78"** Is the ~~rod~~ screw shaft fitted with a continuous liner **Yes**
as fitted _____ as fitted **12.25"**
Bronze Liners, thickness in way of bushes as per Rule **.657"** Thickness between bushes as per Rule **.493"** Is the after end of the liner made watertight in the
as fitted **.6875"** as fitted **.53125"**
propeller boss **Yes**

Propeller, dia. **15.75'** 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 Pumps { No. and size _____ Pumps connected to the { No. and size _____
{ How driven _____ { Main Bilge Line { How driven _____
Ballast Pumps, No. and size _____ 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 _____ In Holds, &c. _____
In Pump Room _____

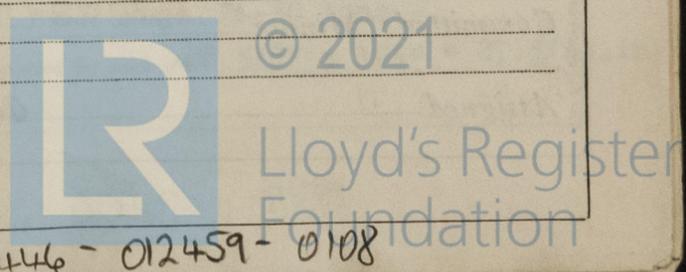
Main Water Circulating Pump Direct Bilge Suctions, No. and size _____ Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size _____ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes _____
Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges _____
Are all Sea Connections fitted direct on the skin of the ship _____ Are they fitted with Valves or Cocks _____
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates _____ Are the Overboard Discharges above or below the deep water line _____
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel _____ Are the Blow Off Cocks fitted with a spigot and brass covering plate _____
What Pipes pass through the bunkers _____ 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 _____
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 _____ Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

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? 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 **Approved London** Main Boilers **Approved New York** 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
Canada Iron Foundries Limited
Per *[Signature]* Manufacturer.



012446 - 012459 - 0108

Dates of Survey while building { During progress of work in shops - - } Constant attendance - from July 12th to Dec. 28th, 1943
 { During erection on board vessel - - - }
 Total No. of visits

Dates of Examination of principal parts - Cylinders 15.9.43 3.12.43 Slides 13.9.43 30.11.43 Covers 2.9.43 9.11.43
 Pistons 5.10.43 15.10.43 16.11.43 Piston Rods 4.9.43 18.10.43 11.11.43 Connecting rods 7.9.43 12.10.43 1.11.43
 Crank shaft 1.10.43 21.10.43 Thrust shaft 5.5.43 28.10.43 Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Boilers fixed Engines tried under steam
 Completion of pumping arrangements
 Main boiler safety valves adjusted Crank Webs Cast Steel Thickness of adjusting washers LLOYD'S No. 8597
 Crank shaft material Pins & Journals Identification Mark T.C. 28.10.43 Thrust shaft material O.H. Steel Identification Mark LLOYD'S No. 51
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

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
 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 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 Foundation Maritime Limited, Pictou, Nova Scotia 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 amount of Entry Fee ... \$ 20:00 : When applied for,
 Special ... \$ 200:00 : (Arch. 24.19.44)
 Donkey Boiler Fee ... \$ 50:00 :
 Travelling Expenses (if any) \$ 14:00 : When received,
 19

Shirius Clark
 Engineer Surveyor (o Lloyd's Register of Shipping)

Committee's Minute THURS 29 JUN 1944

Assigned see minute on slip J.E. Rpt