

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 SEP 1942

Date of writing Report Feb. 25th 1942 When handed in at Local Office Feb. 25th 1942 Port of MONTREAL - QUE.,
No. in Survey held at MONTREAL, QUE. Date, First Survey 10th Dec. 1941 Last Survey 2nd July 1942
Reg. Book. (Number of Visits 74) Tons Gross 7133.47 Net
on the Single Screw Steamer, "PRINCE ALBERT PARK"
Built at Lauzon, Levis, P.Q. By whom built DAVIE SHIPBUILDING & REPAIRING CO. LTD. Yard No. 534 When built 1942
Engines made at Montreal, Que. By whom made DOMINION ENGINEERING WORKS Engine No. 13 When made 1941
Boilers made at Lachine, P. Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B914 C4 S4 When made 1941
Registered Horse Power 229 Owners Park Steamship Line, Ltd. Port belonging to Montreal.
Nom. Horse Power as per Rule 504 505 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which Vessel is intended General.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76
Dia of Cylinders $24\frac{1}{2} \times 37 \times 70$ Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 14.07 14.00 as fitted 14.1" Crank pin dia. 14.1" Mid. length breadth -- Thickness parallel to axis 9" & 9 $\frac{1}{2}$ " L.P.
Intermediate Shafts, diameter as per Rule 13.2 13.32 as fitted 13.5 Crank webs Mid. length thickness -- sbrunk Thickness around eye-hole 6.625
Tube Shafts, diameter as per Rule -- as fitted -- Thrust shaft, diameter at collars as per Rule 13.82 14.00 as fitted 14.25
Screw Shaft, diameter as per Rule 14.075 14.80 as fitted 15.25 Is the {tube screw} 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" as fitted .68" Is the after end of the liner made watertight in the propeller boss Yes Solid
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner tight fit
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 61"
Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze 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 4 $\frac{1}{2}$ " Stroke 26" Can one be overhauled while the other is at work Yes
Feed {No. and size Two-10 $\frac{1}{2}$ "x8"x22" Pumps connected to the {No. and size Three-two 4 $\frac{1}{2}$ " rams, one 10"x12"x10"
Pumps {How driven Weir's steam driven Main Bilge Line {How driven Two main engine, one duplex steam
Ballast Pumps, No. and size One-10"x12"x10" 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 P&s. Deep tanks p&s one each 6"
after tunnel well one 2 $\frac{1}{2}$ ", F.P. and A.P. on ballast range one each 4" dia.

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 P. one x 3", S. 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
Are all Sea Connections fitted direct on the skin of the ship Yes, except main injection 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
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 P&s steel bilge lines to No. 1, 2, 3, 4, & 5 each one P&s. How are they protected by bilge covering boards.
What pipes pass through the deep tanks None Have they been tested as per Rule Yes
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 Allan Patten



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10,13,17,19,22,26,27, 30th Dec. 1941, 3,6,7,8,9,12,16,19,23,26,28, 30th Jan. 1942,
During progress of work in shops - - 2,4,5,7,9,10,12,14th Feb. 1942
Dates of Survey while building { 1941-Oct. 28,30,Nov.3,5,22,25,Dec.5,9,10,27,30,1942-Jan.9,13,17,22,29,Feb.5,
During erection on board vessel - - 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.
Total No. of visits 74.

Dates of Examination of principal parts—Cylinders 19-1-42, 12-1-42, 7-2-42 Slides 19-1-42, 12-1-42, 7-2-42 Covers 19-1-42, 12-1-42, 7-2-42
Pistons 19-1-42, 12-1-42, 7-2-42 Piston Rods 14-2-42 Connecting rods 14-2-42
Crank shaft 14-2-42 Thrust shaft 28-1-42 Intermediate shafts 22-10-41, 4-7-41, 29-9-41.
Tube shaft 7-11-42, 2 off 7-10-41 Screw shaft 28-1-42 Propeller 16-1-42
Stern tube 23-4-42 Engine and boiler seatings 24-2-42 Engines holding down bolts 15-5-42
Completion of fitting sea connections 15-5-42
Completion of pumping arrangements 29-6-42 Boilers fixed 16-3-42 Engines tried under steam 30-6-42
Main boiler safety valves adjusted 27-6-42 Thickness of adjusting washers P.15/32&9/16", C.15/32&17/32, S.3/8&13/32".
Crank shaft material OHS Identification Mark 2752 H S Thrust shaft material Identification Mark 4003 H.S.
Intermediate shafts, material Identification Marks see below Tube shaft, material Identification Mark -
Screw shaft, material Identification Mark 3392 H.S. Steel 660 Date of Test 22-6-42
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 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" & S/S "FORT CHAMBLEY"

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 DAVIE SHIPBUILDING & REPAIRING COMPANY LIMITED, LAUZON, LEVIS, P.Q., 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 this Vessel, subject to satisfactory installation and sea trials.

Intermediate shaft identification marks:

3769 I.J.T. 22.10.41, 3393 I.J.T. 4.7.41, 3629 I.J.T. 29-4-41, 3821 I.J.T. 7.11.41, 3725 I.J.T. 7.10.41, 5724 I.J.T. 7.10.41.

The amount of Entry Fee ... £ 30.00 : When applied for,
Special ... £ 400.00 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When received, 19.

A. Riddell & H. J. Saunders.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 9 OCT 1942

Assigned



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