

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Writing Report 5th AUG. 1943 When handed in at Local Office 27th Aug 43 Port of HALIFAX, N. S. 4 OCT 1943
 Survey held at PICTOU, N. S. Date, First Survey 1st Dec, 1942 Last Survey 4th JUNE 1943
 (Number of Visits 18)
 on the S/S "CRESCENT PARK" Tons {Gross 2873 Net 1654
 at PICTOU, N. S. By whom built FOUNDATION MARITIME LIMITED Yard No. 2 When built 1943
 Engines made at LACHINE, P. Q. By whom made DOMINION BRIDGE CO. LTD. Engine No. 2006 When made 1943
 Boilers made at LACHINE, P. Q. By whom made DOMINION BRIDGE CO. LTD. Boiler No. B1042 B6 S6 When made 1943
 Indicated Horse Power Owners CANADIAN GOVERNMENT Port belonging to MONTREAL
 Horse Power as per Rule 269 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES
 for which Vessel is intended OCEAN GOING

ENGINES, &c.—Description of Engines TRIPLE EXPANSION - 3 CYLINDERS Revs. per minute 72
 No. of Cylinders THREE No. of Cranks THREE
 Length of Stroke 39" No. of Cranks THREE
 Shaft, dia. of journals as per Rule 10.99" as fitted 11.25" Crank pin dia. 11.25" Mid. length breadth 16.25" Thickness parallel to axis 6.875"
 Crank webs Mid. length thickness 6.875" Thickness around eye-hole 4.75"
 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"
 Shafts, diameter as per Rule 11.78" as fitted 12.25" Is the tube screw shaft fitted with a continuous liner YES
 Liners, thickness in way of bushes as per Rule .657" Thickness between bushes as per Rule .493" as fitted .532" Is the after end of the liner made watertight in the stern tube YES
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner YES
 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 YES
 If 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 YES
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 51.375" sq. ft.
 Propeller, dia. 15.75" Pitch 14'0" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface " sq. ft.
 Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work YES
 Pumps worked from the Main Engines, No. 2 Diameter 4.25" Stroke 26" Can one be overhauled while the other is at work YES
 (No. and size One 6" Simplex, 1 -2" Injector pumps connected to the Main Engine pumps and ballast pump.
 How driven Indep't. Steam Main Bilge Line How driven Main Engine Indep't Steam.
 Pumps, No. and size One Duplex 12" Dia. Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room Five 3" dia. & two bilge suction from dry tanks, under boilers.
 In Holds, &c. Nos. 1 & 2 - 3" dia. Nos 3 & 4 - 2 1/2" dia.

Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, size One - 6", One - 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 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
 Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES
 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 BELOW
 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
 How are they protected
 How are they protected
 Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES
 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.

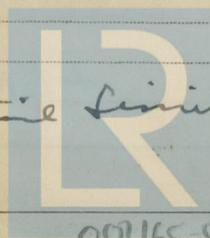
BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 3854 sq. ft.
 Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.
 Description of Boilers Two multitubular Scotch Type. Working Pressure 200 lbs.
REPORT ON MAIN BOILERS NOW FORWARDED? YES
DONKEY BOILER FITTED? NO If so, is a report now forwarded?
 Donkey boiler be used for domestic purposes only
 Are approved plans forwarded herewith for Shafting App. London App. New York Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements COPY HEREWITH Oil fuel Burning Piping Arrangements

SPARE GEAR.
 Are gear required by the Rules been supplied YES
 Principal additional spare gear supplied One set packing wearing segments for all piston rods & valve spindles.
 25 Condenser tubes & 50 ferrules.
 10 Plain boiler tubes, one furnace door & 2 ash pit doors & spare gear for forced draught fronts.

The foregoing is a correct description of Foundation Maritime Limited

R. B. Shaw
Manager

Manufacturer.



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Dates of Survey while building:

 During progress of work in shops: 4th Dec./42, 11th-13th Jan./43, 10th Feb., 8th Mar., 5th, 17th Apr.

 During erection on board vessel: 9th, 14th, 15th, 17th, 20th May, 1st, 2nd & 4th June.

 Total No. of visits: ✓

Dates of Examination of principal parts — Cylinders _____ Slides _____ Covers _____

 Pistons _____ Piston Rods _____ Connecting rods _____

 Crank shaft _____ Thrust shaft _____ Intermediate shafts 26-2-43

 Tube shaft ✓ Screw shaft _____ Propeller 1-12-42

 Stern tube 1-12-42 Engine and boiler seatings 26-2-43 Engines holding down bolts 26-3-43

 Completion of fitting sea connections 4-12-42

 Completion of pumping arrangements 1-6-43 Boilers fixed 26-3-43 Engines tried under steam 2-6-43

 Main boiler safety valves adjusted 3-6-43 Thickness of adjusting washers P.B1'r P.475" S.316", S B1'r P.486" S.

 Crank shaft material O.H.Steel Identification Mark 5473 Thrust shaft material O.H.Steel Identification Mark 551

 Intermediate shafts, material O.H.Steel Identification Mark 8651, 8492, 8658, 8667, 8321 Tube shaft, material ✓ Identification Mark

 Screw shaft, material O.H.Steel Identification Mark 8314 Steam Pipes, material STEEL Test pressure 600 lbs/sq.in. Date of Test 17-

 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 "VICTORIA 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 in accordance with the Approved Plans, Rules Requirements and Specifications and special instructions received from Wartime Merchant Shipping Ltd.

The steam & 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 auxiliary machinery, pumping arrangements, etc. have all been tried under full working conditions and found satisfactory.

In our opinion this machinery is suitable for the purpose intended and eligible for the notation + L.M.C. 6,43 and T.S.(el)6,43.

The amount of Entry Fee ... £ : : When applied for,

 Special ... \$250.00 : : Aug. 27 1943

 Donkey Boiler Fee ... £ : : When received,

 Travelling Expenses (if any) \$ 95.40 : : 19

For H. Nain

 Engineer Surveyor to Lloyd's Register of Shipping

 for T. Moon, E. MARLBOROUGH

TUES. 12 OCT 1943

Committee's Minute

Assigned

+ LMC 6.43 J.D. CL



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

1943 Oct 12