

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Encl. Rpt.
No. 5792

4 OCT 1943

Received at London Office

17th Apr 1943
Survey held at **MONTREAL, QUE.** Date, First Survey **Dec. 1st, 1942** Last Survey **Jan. 20th 1943**
on the **S. S. CRESCENT PARK.**
PICTOU, N. S. By whom built **PICTOU FOUNDRY & MACHINE CO. (Shipbuilding Division)** Yard No. **2** When built
made at **LACHINE, P. Q.** By whom made **DOMINION BRIDGE CO. LTD.** Engine No. **2006** When made
made at **LACHINE, P. Q.** By whom made **DOMINION BRIDGE CO. LTD.** Boiler No. **B.1042 P6** When made **1943**
red Horse Power
Horse Power as per Rule **268.81** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
for which Vessel is intended **OCEAN GOING**

INES, &c.—Description of Engines **Triple Expansion, 3 Cylinder** Revs. per minute **72**
Cylinders **20" 31" 55"** Length of Stroke **39"** No. of Cylinders **3** No. of Cranks **3**
as per Rule **10.99"** Mid. length breadth **16.25"** Thickness parallel to axis **6.875"**
shaft, dia. of journals as fitted **11.25"** Crank pin dia. **11.25"** Crank webs **shrunk** Mid. length thickness **6.875"** Thickness around eye-hole **4.75"**
as per Rule **10.47"** Thrust shaft, diameter at collars as per Rule **10.99"**
mediate Shafts, diameter as fitted **10.75"** as fitted **11.25"**
as per Rule **11.78"** Is the **screw** shaft fitted with a continuous liner **Yes**
as fitted **12.25"** as fitted **12.25"**
as per Rule **.657"** Thickness between bushes as per Rule **.493"**
Liners, thickness in way of bushes as fitted **.6875"** as fitted **.53125"** Is the after end of the liner made watertight in the
boss **Yes** ~~the liner is made watertight in the after end of the liner~~
~~the liner is made watertight in the after end of the liner~~
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Length of Bearing in Stern Bush next to and supporting propeller **51-3/8"**
er, dia. **15.75"** Pitch **14.0'** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface **sq. ft.**
umps worked from the Main Engines, No. **2** Diameter **3"** Stroke **26"** Can one be overhauled while the other is at work **Yes**
umps 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) Pumps connected to the Main Bilge Line (No. and size)
(How driven) Lubricating Oil Pumps, including Spare Pump, No. and size
Pumps, No. and size
independent means arranged for circulating water through the Oil Cooler
Suctions, connected to both Main Bilge Pumps and Auxiliary
In Engine and Boiler Room
In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size
Independent Power Pump Direct Suctions to the Engine Room Bilges,
size
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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
Are they fitted with Valves or Cocks
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
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
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
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
to another
Is the Shaft Tunnel watertight
Is it fitted with a watertight door
worked from

V BOILERS, &c.— (Letter for record **S**) Total Heating Surface of Boilers **3854 square feet**
Boilers are fitted with Forced Draft **Port & Starboard** Which Boilers are fitted with Superheaters **Port and Starboard**
Description of Boilers **2 - Multitubular Scotch Boilers** Working Pressure **200 lbs/sq. in.**

REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

DONKEY BOILER FITTED? If so, is a report now forwarded?

Donkey boiler be used for domestic purposes only

VS. Are approved plans forwarded herewith for Shafting **Approved** Main Boilers **Approved** Auxiliary Boilers **Donkey Boilers**
(If not state date of approval) **London** **New York**

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Spare gear required by the Rules been supplied
Principal additional spare gear supplied

Register of Ship
LONDON

The foregoing is a correct description

DOMINION BRIDGE CO. LIMITED

R. H. Findlay, Mechanical Engineer

Manufacturer.



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Lloyd's Register

Foundation

Dec. 1, 6, 8, 9, 12, 14, 16, 17, 22, 30, Jan. 4, 6, 9, 12, 14, 18, 20

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

Dates of Examination of principal parts — Cylinders H.P. 14.12.42
M.P. 12.12.42
L.P. 21.11.42
Pistons 4.1.43 Piston Rods 4.1.43 Slides 14.1.43 Covers 14.12.42
Connecting rods 4.1.43
Crank shaft 8.12.42 Thrust shaft 17.6.42 Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material O H Steel

Identification Mark

IR No. 5473
HGLP 8.12.42

Thrust shaft material O H Steel

Identification Mark

LR No. 5519
PWW 17.6.42

Intermediate shafts, material O H Steel

Identification Marks

Tube shaft, material O H Steel

Identification Mark

Screw shaft, material O H Steel

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

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

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 PICTOU FOUNDRY & MACHINE CO. (Shipbuilding Division), PICTOU, N.S., 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 :
Special ... £ 200 : 00 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 18 : 00 :
When applied for, Feb. 6, 1943
When received, 19.

Committee's Minute

TUES. 12 OCT 1943

Assigned

see minute
on R/R to R/R

W. E. Pritchard
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation