

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 OCT 1944

Date of writing Report May 4, 1944 When handed in at Local Office April 26, 1944 Port of Montreal, Que.
No. in Survey held at Three Rivers, Que. Date, First Survey Oct. 26, 1943 Last Survey April 24, 1944
Reg. Book Constant attendance (Number of Visits) 2884
on the steel single screw steamer "BLOOMFIELD PARK" Tons Gross 2884 Net ---
Built at Saint John, N.B. By whom built St. John Drydock & Shipbuilding Co. Ltd. Yard No. 18 When built 1944
Engines made at Three Rivers, Que. By whom made Canada Iron Foundries Ltd. Engine No. 2022 When made 1944
Boilers made at Lachine, Que. By whom made Dominion Bridge Co. Ltd. Boiler No. B1340 P3 When made 1944
Registered Horse Power 268.81 Owners Canadian Government 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"
Main Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 11.78" Is the --- shaft fitted with a continuous liner Yes
as fitted --- as fitted 12.25" as fitted ---
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 boss is fitted with a continuous liner~~
~~propeller boss is fitted with a continuous liner~~
~~propeller boss is fitted with a continuous liner~~
Propeller, dia. 15.75" Pitch 14.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface --- sq. ft.
Main 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 2 - 8"-6"-15" Pumps connected to the Main Bilge Line (No. and size 1 - 10"-12"-10" How driven Steam
Main Pumps (How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size ---
Two 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 E.R.S. 1-4"; P. Aft. 1-3"; P. For'd. 1-3"; B.R.P. 1-3"; S. 1-3"
Pump Room --- In Holds, &c. No. 1 1-3"P.; 1-3"S.; No. 2 1-3"P.; 1-3"S.
No. 3 Aft. 1-2 1/2"P.; 1-2 1/2"S.; For'd. 1-2 1/2"P.; 1-2 1/2"S.; Tunnel Well 1-2 1/2"
In Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
and size 1-4"; 1-3"; 1-3 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
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
all Sea Connections fitted direct on the skin of the ship No Suctions Cofferdam fitted with Valves or Cocks Yes valves and cocks
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
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
at Pipes pass through the bunkers No. 4 S.D.B. Tank Air Pipe How are they protected Sheet Steel Casings
at pipes pass through the deep tanks --- Have they been tested as per Rule ---
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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
partment 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 3854 Square Feet
Which Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.
and Description of Boilers 2 - Multitubular Scotch Boilers Working Pressure 200 lbs./ Square Inch
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
A DONKEY BOILER FITTED? No If so, is a report now forwarded? ---
the donkey boiler be used for domestic purposes only ---
ANS. Are approved plans forwarded herewith for Shafting Approved London Main Boilers Approved New York Auxiliary Boilers --- Donkey Boilers ---
Approved London General Pumping Arrangements New York Oil fuel Burning Piping Arrangements ---

SPARE GEAR.

the spare gear required by the Rules been supplied Yes
the principal additional spare gear supplied Main Condenser: 25 tubes, 50 ferrules, 100 pieces of condenser tube pack
one tap for tube plate, 1 die for condenser ferrules, 1 guide pin for packing, 1 packing extrac-
one ferrule driver, one tube driver. Main Engines: 3 sets of wearing segments of King tandem
king for H.P., I.P., and L.P. valve spindles. Boilers: 10 plain boiler tubes, 2 stay tubes, 2 of
h. dead plates, bearer plates and bridge plates, 2 safety valve springs, 1 pressure gauge, 1 tube
ander. Forced Draught: 3 baffle plates, 1 furnace door complete, 2 ash pit doors complete, 4
valves complete, 14 retarders. Superheaters: 2 header drain valves, 96 flexible unit gaskets,
set of tools. Telemotor: 1 box containing assorted valve springs, packing rings, copper joints;
sets of S.E.A. ring packing, 1 set of tools. Steering Engine: 1 set of brasses for main bearing;
bottom end and cross head, 2 piston rings; 1 buffer complete with spring, 1 set of piston rod and
live spindle packing.

The foregoing is a correct description
Canada Iron Foundries Limited

Manufacturer.

During progress of work in shops - - Constant attendance - from Oct. 26, 1943 to April 24, 1944
During erection on board vessel - - April 27, May 2, 12, 15, June 1, 5, 8, 9, 13, 24, July 8, 10, 12, 12, 25, 31, August 4, 21, 23, September 1, 4.
Total No. of visits Saint John = 22

Dates of Examination of principal parts—Cylinders 17.2.44 28.3.44 Slides 10.2.44 1.3.44 Covers 24.2.44 3.3.44
Pistons 4.1.44 16.2.44 22.4.44 Piston Rods 29.1.44 25.2.44 1.4.44 Connecting rods 27.1.44 8.3.44 6.4.44
Crank shaft 18.3.44 5.4.44 Thrust shaft 12.7.43 5.4.44 Intermediate shafts 2-9-43 24-5-44 24-5-
Tube shaft ----- Screw shaft 2-9-43; 24/5/44 Propeller Bronze-12-5-44 Cast Iron 15-5-
Stern tube 26-1-44: 27/4/44 Engine and boiler seatings 9/6/44 Engines holding down bolts 12/7/44
Completion of fitting sea connections Suctions 2-5-44 Discharges 5-5-44
Completion of pumping arrangements 20/8/44 Boilers fixed 2/8/44 Engines tried under steam 23/8/44
Main boiler safety valves adjusted 21/8/44 Thickness of adjusting washers P.V. 315 S.V. 482 P.V. 320 S.V. 320
Crank shaft material Pins & Journals Identification Mark T.C. 5.4.44 Thrust shaft material O.H. Steel Identification Mark T.C. 5.
Intermediate shafts, material O.H. Steel Lloyd's 8201, 280, 5255, 8213, 9548 Identification Marks H.S. 2-9-43 Tube shaft, material ----- Identification Mark -----
Screw shaft, material O.H. Steel Identification Mark H.S. 2-9-43 Pipes, material W. Steel Test pressure 600 lbs. Date of Test McG 12
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 "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 St. John Dry Dock & Shipbuilding Company Limited, St. John, N.B. 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.
This Engine has been installed in this vessel, along with the intermediate shafting, stern tube bush, tail shaft, propeller, auxiliary machinery and sea valves and cocks, in accordance with the Rules and approved plans. The materials and workmanship are of good quality.
The main engine cylinders and valve chests were examined internally on completion of official and Sea Trials and on both examinations, were found satisfactory. The cylinder walls and valve faces and working parts generally were found in good condition.

The amount of Entry Fee ... \$ 20:00 : When applied for,
Special ... \$ 200:00 : 11 May 1944
Donkey Boiler Fee ... \$:00 : When received,
Travelling Expenses (if any) \$ 17:00 : 19

St. John a/c: - Installation of mech. = \$ 250.00
Expenses = \$ 26.00
Committee's Minute TUES. 10 OCT 1944

Assigned + LMC 9.44
70. CL

Thomas Clark & P.B. Two
Engineer Surveyor to Lloyd's Register of Shipping
applied for at Saint John
Sept. 13, 1944

© 2020
Lloyd's Register
Foundation