

Rpt. 4.

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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3 8.43

Port of Montreal

Date of writing Report 19 When handed in at Local Office 19

No. in Survey held at Montreal, P.Q. Date, First Survey Last Survey 19
Reg. Book. (Number of Visits)

on the S/S "POINT PELEE PARK"

Built at Montreal, P.Q. By whom built Canadian Vickers Limited Yard No. 147 When built 1942

Engines made at Montreal, P.Q. By whom made Canadian Vickers Limited Engine No. When made 1942

Boilers made at Montreal, P.Q. By whom made Canadian Vickers Limited Boiler No. When made 1942

Registered Horse Power Owners Park Steamships Limited Port belonging to

Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76
Dia of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.99" Crank pin dia. 14 1/2" Crank webs Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/2" Mid. length thickness --- Thickness around eye-hole 7.125" & 7.625"

Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 14.25"
as fitted 13.5" as fitted

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87"
as fitted --- as fitted 15.25" Is the 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 .78125" as fitted .68" Is the after end of the liner made watertight in the

propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Solid

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 Tight Fit

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 Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size --- Pumps connected to the Main Bilge Line No. and size ---
Pumps How driven --- 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. ---

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 7140 Square Feet

Which Boilers are fitted with Forced Draft All Three Which Boilers are fitted with Superheaters All Three

No. and Description of Boilers Three Single Ended Multitubular Working Pressure 220 lbs./ Sq.In.

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

State the principal additional spare gear supplied

The foregoing is a correct description
CANADIAN VICKERS LIMITED,
PER:

Manufacturer.

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 _____ Slides _____ Covers _____
Pistons _____ Piston Rods _____ Connecting rods _____
Crank shaft _____ Thrust shaft _____ 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 _____ Thrust shaft material O.H. Steel Identification Mark _____
Intermediate shafts, material O.H. Steel Identification Marks _____ Tube shaft, material _____ 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 _____ 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. _____

These ENGINES were constructed and installed under the Special Survey of the British Corporation.
Upon completion of the conversion of the Vessel for oil carrying purposes, the Engines were tried
under full working conditions and found satisfactory.

Certificate to be sent to

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

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

A. H. H. H. H.
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 5 OCT 1943

Committee's Minute

Assigned

See f.e. report.



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Foundation