

Rpt. 4.

RPT. 4 REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3. 8. 43

Date of writing Report 19... When handed in at Local Office 19... Port of Montreal

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" Tons {Gross... Net...}

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. 7.125

Intermediate Shafts, diameter as per Rule 13.33" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14.25"

Tube Shafts, diameter as per Rule --- as fitted --- Screw Shaft, diameter as per Rule 14.87" 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" as fitted .78125" Thickness between bushes as per Rule .565" 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 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" Total Developed Surface 117 sq. ft.

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Can one be overhauled while the other is at work Yes

Feed Pumps worked from the Main Engines, No. None Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work

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

Feed Pumps connected to the Main Bilge Line {No. and size 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. Russell
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 5 OCT 1943

Committee's Minute

Assigned *See f.e. report.*



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