

RPT.4

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 FEB 1944

Date of writing Report **6th. Aug. 1943** When handed in at Local Office **28th. July 1943** Port of **Montreal, P.Q.**
No. in Survey held at **Three Rivers, P.Q.** Date, First Survey **12th. May 1943** Last Survey **30th. June 1943**
Reg. Book. on the **S.S. "MANITOU PARK"** (Number of Visits.....)
Built at **Pictou, Nova Scotia** By whom built **Foundation Maritime Limited** Yard No. **6** When built **1943**
Engines made at **Three Rivers, P.Q.** By whom made **Canada Iron Foundries Ltd.** Engine No. **2012** When made **1943**
Boilers made at By whom made Boiler No. When made
Registered Horse Power Owners 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"** Mid. length breadth **16.25"** Thickness parallel to axis **6.875"**
as fitted **11.25"** Crank webs 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"**
Tube Shafts, diameter as per Rule **11.78"** Is the (screw) shaft fitted with a continuous liner **Yes**
as fitted **12.25"** as fitted **12.25"**
Bronze Liners, thickness in way of bushes as per Rule **.657"** Thickness between bushes as per Rule **.493"**
as fitted **.6875"** as fitted **.53125"** Is the after end of the liner made watertight in the propeller boss **Yes**
~~Is the after end of the liner made watertight in the propeller boss~~
Box No. ~~XXXXXX~~ Length of Bearing in Stern Bush next to and supporting propeller **51 3/8"**
Propeller, dia. **15.75"** Pitch **14.0"** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface sq. ft.
Feed 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 (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 Pump 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 **3854 Square Feet**
Which Boilers are fitted with Forced Draft **Port & Stbd.** Which Boilers are fitted with Superheaters **Port & Stbd.**
No. and Description of Boilers **2-Multitubular Scotch Boilers** Working Pressure **200 lbs./Square Inch**
IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**
IS A DONKEY BOILER FITTED? 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 **Approved London** Main Boilers **Approved New York** Auxiliary Boilers **--** Donkey Boilers
(If not state date of approval)
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied **Yes**
Is the principal additional spare gear supplied.

The foregoing is a correct description
CANADA IRON FOUNDRIES LIMITED,
PER: *W. J. Bennett*

Manufacturer.



© 2021

Lloyd's Register
Foundation

007783-007793-0226

4 5920

Constand attendance - from May 12th. 1943 to June 30th. 1943.

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 3.6.43 16.6.43 Slides 15.5.43 12.6.43 Covers 12.5.43 12.6.43
Pistons 3.6.43, 15.6.43, 23.6.43 Piston Rods 29.5.43, 4.6.43, 23.6.43 Connecting rods 20.5.43, 30.5.43, 23.6.43
Crank shaft 25.5.43, 31.5.43, 12.6.43 Thrust shaft 26.5.43 11.6.43 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 8591

12.6.43

T.C. Thrust shaft material

O.H.Steel

Identification Mark

5178

6.5.43 E.F.

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

Is an installation fitted for burning oil fuel

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 Foundation Maritime Ltd., Pictou, Nova Scotia, 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.

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 ...

£ 20:00

Special ...

£ 200:00

Donkey Boiler Fee ...

£ 50:00

Travelling Expenses (if any) ...

£ 12:00

When applied for,

Aug 12 1943

When received,

19

Committee's Minute

Assigned

See Hpx. 1544 4731



© 2021

Lloyd's Register
Foundation

For S.S.O.F. see Kensington Park (1744.4699).