

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

RECEIVED FEB 1944

Date of writing Report 30th Nov. 1943 When handed in at Local Office 10th Jan 1944 Port of HALIFAX, N. S.  
 No. in Reg. Book. Survey held at PICTOU, N. S. Date, First Survey 21st July Last Survey 19th October 1943  
 on the S.S. "MANITOU PARK" (Number of Visits 28)  
 Built at PICTOU, N. S. By whom built FOUNDATION MARITIME LIMITED Yard No. 6 Tons Gross 2878 Net 1653  
 Engines made at LACHINE, QUE. By whom made DOMINION BRIDGE CO. LTD Engine No. 2012 When built 1943  
 Boilers made at LACHINE, QUE. By whom made DOMINION BRIDGE CO. LTD Boiler No. B1147 Pl. When made 1943  
 Registered Horse Power Owners CANADIAN GOVERNMENT Port belonging to MONTREAL  
 Nom. Horse Power as per Rule 269 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 CYLINDERS  
 Dia of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders THREE Revs. per minute 72  
 Crank shaft, dia. of journals as per Rule 10.99" as fitted 11.25" Crank pin dia. 11.25" Crank webs Mid. length breadth 16.25" No. of Cranks THREE Thickness parallel to axis 6.875"  
 Intermediate Shafts, diameter as per Rule 10.47" as fitted 10.75" Thrust shaft, diameter at collars as per Rule 10.99" as fitted 11.25" Thickness around eye-hole 4.75"  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 11.78" as fitted 12.25" Is the {tube} shaft fitted with a continuous liner YES  
 Bronze Liners, thickness in way of bushes as per Rule .657" as fitted .6875" Thickness between bushes as per Rule .493" as fitted .532" 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 YES  
 If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft NO If so, state type  
 Propeller, dia. 15.75" Pitch 14'0" No. of Blades 4 Material BRONZE Length of Bearing in Stern Bush next to and supporting propeller 51.375"  
 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 One 6" Simplex, 1-2" Injector pumps connected to the Main Bilge Line No. and size Main Engine pumps and ballast pump  
 Pumps (How driven Indep't Steam Main Engine Indep't Steam  
 Ballast Pumps, No. and size One Duplex 12" Dia. 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 Five 3" dia. & two bilge suction from dry tanks, under boilers.  
 In Pump Room In Holds, &c. Nos. 1 & 2 - 3" dia. Nos. 3 & 4 - 2 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 6", One - 4"  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES  
 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 YES  
 Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES  
 Are 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  
 Are 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  
 What Pipes pass through the bunkers NONE How are they protected  
 What pipes pass through the deep tanks Have they been tested as per Rule YES  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES  
 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 YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door NO worked from Perm. Closed

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3854 sq. ft.  
 Which Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.  
 No. and Description of Boilers Two multibular Scotch Type Working Pressure 200 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES  
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES  
 In the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting App. London Main Boilers App. New York Auxiliary Boilers Donkey Boilers  
 (If not state date of approval) SEE DRAWINGS SENT FOR "ROCLIFFE PARK"  
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

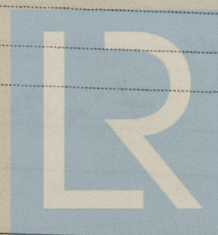
## SPARE GEAR.

Is the spare gear required by the Rules been supplied YES  
 Is the principal additional spare gear supplied One set packing wearing segments for all piston rods & valve spindles.  
 25 Condenser tubes & 50 ferrules.  
 10 Plain boiler tubes, one furnace door & 2 ash pit doors & spare gear for forced draught fronts.

The foregoing is a correct description FOUNDATION MARITIME LIMITED

R. J. Shaw.

Manufacturer.



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Lloyd's Register  
Foundation

007783-007793-0227



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July  
 Dates of Survey while building  
 { During progress of work in shops - - }  
 { During erection on board vessel - - - }  
 Total No. of visits 28

Dates of Examination of principal parts — Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft 11-9-43 Intermediate shafts 11-9-43.  
 Tube shaft ✓ Screw shaft 16-7-43 Propeller 1-8-43.  
 Stern tube 22-7-43. Engine and boiler seatings 1-8-43. Engines holding down bolts 11-9-43.  
 Completion of fitting sea connections 31-7-43.  
 Completion of pumping arrangements 18-10-43. Boilers fixed 20-9-43. Engines tried under steam 15-10-43.  
 Main boiler safety valves adjusted 14-10-43. Thickness of adjusting washers P.Bl'r P $\frac{13}{32}$ ", S $\frac{31}{64}$ ", S Bl'r P $\frac{15}{32}$ ", S $\frac{7}{16}$ ".  
 Crank shaft material O.H.Steel Identification Mark 8591 Thrust shaft material O.H.Steel Identification Mark 5178  
 Intermediate shafts, material O.H.Steel Identification Marks 1460, 8226, 1438, 8212, 1566 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material O.H.Steel Identification Mark 1411 Steam Pipes, material Steel Test pressure 600 lbs/sq.in. Date of Test 26-9-43.  
 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 "ROCKCLIFFE PARK"  
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The boilers and machinery of this vessel have been installed on board under special survey and in accordance with the Approved Plans, Rule Requirements and Specifications and special instructions received from Wartime Merchant Shipping Limited.

The steam & feed pipes have been tested to Rule Requirements and found sound and tight. The boilers examined under steam and the safety valves adjusted to 200 lbs. per sq.in. in main valves and 205 lbs. per sq.in. superheater safety valves.

The materials and workmanship are of good quality and the main and auxiliary machinery, pumping arrangements, etc. have all been tried under full working conditions and found satisfactory.

In our opinion this machinery is suitable for the purpose intended and eligible for the notation +L.M.C. 10, 43 and T.S. (c.1) 10, 43.

The amount of Entry Fee \$250.00  
 Special ... £ ✓ :  
 Donkey Boiler Fee ... £ ✓ :  
 Travelling Expenses (if any) \$ 30.00  
 When applied for, Jan. 10 1944.  
 When received, 19

San. H. Naim  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC 10.43 FD CK



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