

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report April 24, 44 When handed in at Local Office April 10, 1944 Port of Montreal, Que.
No. in Survey held at Three Rivers, Que. Date, First Survey Oct. 8, 1943 Last Survey April 5, 1944
Reg. Book ✓ on the S.S. "CATARAQUI PARK" (Number of Visits Constant attendance)
Built at Pictou, N.S. By whom built FOUNDATION MARITIME LTD Yard No. 14 When built 1944
Engines made at Three Rivers, Que. By whom made Canada Iron Foundries Ltd Engine No. 2021 When made 1944
Boilers made at LACHINE P.Q. By whom made DOMINION BRIDGE CO LTD Boiler No. 1340 P4 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"
Tube 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, 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 (No. and size)
Pumps How driven Main Bilge Line 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 If so, is a report now forwarded? —
IS A DONKEY BOILER FITTED? — 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.

Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied —

The foregoing is a correct description
Canada Iron Foundries Limited
Per W. J. D. Smith

Manufacturer.



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Lloyd's Register
Foundation

008028-008039-0046

Dates
of Survey
while
building

During progress of
work in shops --
During erection on
board vessel --
Total No. of visits

Constant attendance - from Oct. 8, 1943 to April 5, 1944

Dates of Examination of principal parts — Cylinders 31.1.44 9.3.44 Slides 27.1.44 24.2.44 Covers 4.2.44 18.2.44
Pistons 20.12.43 14.1.44 4.4.44 Piston Rods 7.1.44 10.2.44 21.3.44 Connecting rods 3.1.44 12.2.44 16.3.44
Crank shaft 6.2.44 8.3.44 Thrust shaft 26.8.43 8.3.44 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 Crank Webs Cast Steel

Lloyd's No. 8601

Pins & Journals Identification Mark T.C. 8.3.44

Thrust shaft material O.H. Steel

Identification Mark T.C. 8.3.44

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 Limited, Pictou, N.S. 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.

The amount of Entry Fee ... \$ 20 :
Special ... \$ 200 :
Donkey Boiler Fee ... \$ 50 :
Travelling Expenses (if any) \$ 18 :
When applied for, 5-11-44
When received, 19

Committee's Minute

FRI. 6 OCT 1944

Assigned

see minute
on 28 Sept.

Thomas Clark
Engineer Surveyor to Lloyd's Register of Shipping.



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