

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report **15th June 1944** When handed in at Local Office **June 27th 1944** Port of **HALIFAX, Nova Scotia.**
 Date, First Survey **10th March** Last Survey **4th June 1944**
 (Number of Visits **37.**)
 on the **S. S. "CONFEDERATION PARK"** Tons **Gross 2878**
Net 1653
 Built at **Pictou, N. S.,** By whom built **Foundation Maritime Ltd.,** Yard No. **13** When built **1944.**
 Engines made at **Three Rivers, P. Q.,** By whom made **Canada Foundries Limited** Engine No. **2020** When made **1944.**
 Boilers made at **Lachine, P. Q.,** By whom made **Dominion Bridge Co. Ltd.** Boiler No. **1340-P2 S2** When made **1944.**
 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. Revs. per minute 72.
 Dia. of Cylinders **20" 31" 55"** Length of Stroke **39"** No. of Cylinders **Three** No. of Cranks **Three**
 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 **tube** shaft fitted with a continuous liner **-**
as fitted - **as fitted 12.25"** **screw** **Yes**
 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** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **-**
 Does the liner do 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 **-**
 Are two liners 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 **-**
 If so, state type **-** Length of Bearing in Stern Bush next to and supporting propeller **51.375"**
 Propeller, dia **15.75 ft** Pitch **14'0"** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface **-** sq. ft.
 Main Engines, No. **2** Diameter **3"** Stroke **26"** Can one be overhauled while the other is at work **Yes**
 Auxiliary 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 Pumps (No. and size **Two; 6" Simplex.** Pumps connected to the **Main Engine pumps and ballast pump.**
 How driven **Indep't. Steam** Main Bilge Line **Main Engine** How driven **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
 Pumps;—In Engine and Boiler Room **Five 3" dia. & two bilge suction from dry tanks, under boilers.**
 Pump Room **-** In Holds, &c. **Nos. 1 & 2 - 3" dia.; Nos. 3 & 4 - 2 1/2" dia.**

Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
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**
 How are they protected **-**
 Are 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 **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** ~~xxxxxxx~~ **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.**
 and Description of Boilers **Two multitubular Scotch Type.** Working Pressure **200 lbs.**
 A REPORT ON MAIN BOILERS NOW FORWARDED? **YES**
 A DONKEY BOILER FITTED? **NO** If so, is a report now forwarded? **-**
 Can the donkey boiler be used for domestic purposes only **-**

APPROVALS. Are approved plans forwarded herewith for Shafting **App. London.** Main Boilers **App. New York** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)
 General Pumping Arrangements **App. New York--Drawings** Fuel Burning Piping Arrangements **-**
 as sent for **"AVONDALE PARK".**

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

The foregoing is a correct description
FOUNDATION MARITIME LIMITED
R. H. Shaw
 Manager

Manufacturer.



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 Lloyd's Register
 Foundation

Rpt. 4 - S. S. "CONFEDERATION PARK" - Report No. 4897.

Dates of Survey while building

During progress of work in shops - - - - -

During erection on board vessel - - - - -

1944 - MAR. 10, 20, 22, 25, 26, 27; APR. 17, 21, 22, 26, 27, 28; MAY 1, 3, 6, 8, 10, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 27, 29, 30, 31; JUNE 1, 2, 3, 4.

Total No. of visits 37 - DURING ERECTION ON BOARD.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft 22-4-44 Intermediate shafts 22-4-44.

Tube shaft - Screw shaft 20-3-44 Propeller 27-3-44.

Stern tube 26-3-44 Engine and boiler seatings 1-5-44 Engines holding down bolts 3-5-44.

Completion of fitting sea connections 25-3-44.

Completion of pumping arrangements 30-5-44. Boilers fixed 20-5-44 Engines tried under steam 31-5-44.

Main boiler safety valves adjusted 3-6-44. Thickness of adjusting washers P.Blr. P.403"; S.492"; S.Blr. P.548"; S.452".

Cranks cast steel. Pins & Journals Identification Mark 8600 Thrust shaft material O.H.Steel Identification Mark 6907

Intermediate shafts, material O.H.Steel Identification Marks 7805; 7548; 7789; Tube shaft, material - Identification Mark -

Screw shaft, material O.H.Steel Identification Mark 5480 Steam Pipes, material STEEL Test pressure 600 lbs./Date of Test 15-5-44. sq.in.

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 - *Rockcliff*

Is this machinery duplicate of a previous case No. If so, state name of vessel -

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 Specification and Special instructions received from Wartime Shipbuilding Ltd.

The steam and 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. 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 my opinion this machinery is suitable for the purpose intended and eligible for the notation L.M.C. 6-44 and T.S.(C.L.) 6-44.

The amount of Entry Fee ... \$ 20.00 Mtl. a/c. When applied for,

Engines \$200.00 " : 27 June 1944

Boilers \$200.00 " : When received,

Expenses \$ 31.00 " : 19

Installation \$ 250.00

Expenses \$ 30.00

Committee's Minute

Geo. H. Nain
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 1 AUG 1944

+ LMC 6.44

JD CL



Certificate to be sent to...

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