

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 24th. May 43
25th. March 43
When handed in at Local Office 27th. May 43
5th. March 43
Port of Montreal, P.Q.
19th. Sept. 42
15th. May 43
No. in Survey held at Montreal, P.Q.
Reg. Book. Date, First Survey 22nd. December 1942
Last Survey 12th. February 1943
(Number of Visits 32 & 41)
on the Single Screw Steamer "RIVERVIEW PARK"
Built at Lauzon, Levis, PQ By whom built DAVIE SHIPBUILDING & REPAIRING CO. LTD. Yard No. 543
Engines made at Lachine, P.Q. By whom made Dominion Engineering Company Limited. Engine No. 81
Boilers made at Lachine, P.Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B/971/S1
Registered Horse Power Owners Park Steamship Co. Ltd. Port belonging to Montreal
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" Mid. length breadth --- Thickness parallel to axis 9" & 9 1/2" L.P.
as fitted 14 1/2" Crank webs --- Mid. length thickness --- Thickness around eye-hole 7.125" & 7.625"
Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 13.99"
as fitted 13.5" as fitted 14.25"
Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87"
as fitted --- 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" Thickness between bushes as per Rule .565"
as fitted .78125" 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
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. Tight Fit
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"
Propeller, dia. 18'-6" Pitch 16'-10" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.
Feed Pumps worked from the Main Engines, No. None Diameter --- Stroke --- 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. Yes
Feed (No. and size) Two-10"x7"x24" Pumps connected to the Main Bilge Line { No. and size Three-two 4 1/2" Rams, one 10"x12"x10"
Pumps (How driven) J. Inglis Steam driven { How driven two Main engine, one duplex steam
Ballast Pumps, No. and size one 10"x12"x10" 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 E.R. three x 3", one x 5", one x 9" B.R. two x 3"
In Pump Room No. 1, 2, 3, 4 & 5 each one x 3" p. & s., Deep tanks p. & s.
one each 6", After tunnel well one 2 1/2", F.P. & A.P. on Ballast range one each 4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one x 9" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size st. one x 5" Yes
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, except Main injection 7 valves - 2 cocks
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. P. & St. steel bilge lines to No. 1, 2 & 3 holds by Bilge covering boards.
What pipes pass through the deep tanks. None 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 ---

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 3 Single Ended Multitubular Working Pressure 220 lbs. / Square Inch

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. Yes

State the principal additional spare gear supplied

18, 22, 23, 28, 29, 30 December. 4, 5, 7, 8, 11, 12, 13, 15, 19, 21, 23, 25, 27, 29, 30 January
During progress of work in shops - 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12 February 1943.
Dates of Survey while building 1942-Sept: 24, Oct: 5, 10, 17, 22, 24, Nov: 3, 10, 16, 17, 20, 21, 25 Dec: 2, 10, 14, 18, 23 Jan: 12, 16, 29, Feb: 8, 12, 17, 23, 27, March: 4, 10, 16, 20, 26, 31, April 5, 12, 17, 26, May: 10-15
During erection on board vessel -
Total No. of visits 32 & 41 = 63

Dates of Examination of principal parts - Cylinders 12.1.43 18.12.42, 3.2.43 Slides 12.1.43 18.12.42, 3.2.43 Covers 12.1.43 18.12.42, 3.2.43
Pistons 12.1.43 18.12.42, 3.2.43 Piston Rods 12.2.43 Connecting rods 12.2.43
Crank shaft 12-2-43 Thrust shaft 13-2-43 Intermediate shafts 6 at 1-12-42
Tube shaft - Screw shaft 1-12-42 Propeller No. 120 / 5997-W.F.M. 31/10
Stern tube 10-3-43 Engine and boiler seatings 27-2-43 Engines holding down bolts 23-3-43
Completion of fitting sea connections 30-4-43
Completion of pumping arrangements 12-5-43 Boilers fixed 1-3-43 Engines tried under steam 13-5-43
Main boiler safety valves adjusted 11-5-43 Thickness of adjusting washers P 5/8"-5/8" C 1/2 9/16" St. 7/16"- 7/16"
Crank shaft material O.H. Steel Identification Mark LLOYD'S 3916 HS 13.12.43 Thrust shaft material O.H. Steel Identification Mark LLOYD'S 18 HS 13.2.43
Intermediate shafts, material Identification Marks See below Tube shaft, material - Identification Mark -
Screw shaft, material Identification Mark 5716A.R.R. Steam Pipes, material S.D.H.R.S. Test pressure - 660 Date of Test 3-4-43
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 --- 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 SS "FORT TADOUSSAC" & "FORT CHAMBLAY"
General Remarks. (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved Plans.
The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.
This ENGINE has been fitted with Cast Steel Connecting Rods.
The ENGINE has now been shipped to Davie Shipbuilding & Repairing Company Limited 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 this Vessel, subject to satisfactory installation and sea trials.
The MACHINERY of this vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation. In my opinion, this Vessel is eligible for record of + L.M.C. 5, 43. and Notation T.S. (C.L.)

Intermediate Shafting Identification Marks:-

5743, 5838, 5837, 5851, 5862, 5836 All 1-12-43 A.R.R.

The amount of Entry Fee ... \$ 30.00 :
Special ... \$ 400.00 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) \$:
Included with Hull Rpt.

When applied for,

When received,

19

H. J. Saunders & D. J. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 9 JUL 1943

Assigned

+ L.M.C. 5-43



© 2021

Lloyd's Register
Foundation