

Rpt. 4.

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Encl. Rpt
No. 5997

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 FEB 1944

Date of writing Report 28th. Sept. 1943 When handed in at Local Office 24th. Sept. 1943 Port of Montreal, P.Q.

15,16,17,18 No. in Survey held at Montreal, P.Q. Date, First Survey 20th. July Last Survey 14th. Sept. 1943
Reg. Book. on the Single Screw Steamer "DUNDURN PARK" (Number of Visits 29) Tons { Gross 7158.87
Net 4243.75

Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd., Yard No. 133 When built

Engines made at Lachine, P.Q. By whom made Canadian Allis-Chalmers Limited Engine No. 251 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 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

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'-0" 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 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 9704 Square Feet

Which Boilers are fitted with Forced Draft BOTH Which Boilers are fitted with Superheaters BOTH

No. and Description of Boilers TWO WATER TUBE Working Pressure 250 Lbs./Sq.In. (270 lb.)

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

State the principal additional spare gear supplied

The foregoing is a correct description

CANADIAN ALLIS-CHALMERS LIMITED

PER:

Manufacturer.



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Lloyd's Register
Foundation

011360 - 011367 - 0144

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20, 22, 24, 26, 28, 29 July. 2, 4, 6, 10, 11, 14, 17, 18, 20, 23, 24, 26, 27, 28, 31 August.
During progress of work in shops - - 1, 2, 3, 7, 9, 10, 13, 14 September 1943.
Dates of Survey while building
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts — Cylinders 31.8.43 25.8.43 Slides 31.8.43 25.8.43 Covers 31.8.43 25.8.43
Pistons 31.8.43 25.8.43 Piston Rods 13.9.43 Connecting rods 1.9.43
Crank shaft 14.9.43 Thrust shaft 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 HGS 9838 14.9.43 Thrust shaft material O.H. Steel Identification Mark HGS 5460 13.9.43
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 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 CHAMPEL"
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 pressure.
This ENGINE has now been shipped to VANCOUVER, B.C., 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 amount of Entry Fee ... \$ 30.00
Special ... \$ 267.00
Donkey Boiler Fee ... \$ 10.00
Travelling Expenses (if any) ... \$ 10.00
When applied for, Oct. 22 1943
When received, 30.11.43
VCR.
RB

H. G. Saunders
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FEB. 22 FEB 1944
Assigned ... Lee Fe machey rft