

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Aug. 7th. 43  
May 1st. 43  
When handed in at Local Office: April 20th, 43 Port of Montreal, P.Q.  
Date, First Survey 3rd February 1943 Last Survey 22nd April 1943  
Survey held at Montreal, P.Q.  
Book. on the Single Screw Steamer "CHIPPEWA PARK"  
at Lauzon, Levis, By whom built Davie Shipbuilding & Eng'g Co. Limited Yard No. 546 When built 1943  
ines made at Quebec, P.Q. By whom made Dominion Engineering Works Limited. Engine No. 94 When made 1943  
ers made at Toronto Ont. By whom made John Inglis Co. Ltd. Boiler No. 4413-937 4414-938 4412-936 When made 1943  
ristered Horse Power 504 Owners Park Steamship Co. Ltd. Port belonging to Montreal  
m Horse Power as per Rule 504 505 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
de for which Vessel is intended

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 76  
of Cylinders 24 1/2" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
nk 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 14.25"  
as fitted 13.5" Is the screw shaft fitted with a continuous liner Yes  
be Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.87" as fitted 15.25"  
as fitted --- as per Rule .75" as per Rule .565" Is the after end of the liner made watertight in the  
onze Liners, thickness in way of bushes as fitted .78125" Thickness between bushes as fitted .68"  
peller 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  
be 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  
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  
ft. No If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 61"  
opeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.  
ed Pumps worked from the Main Engines, No. None Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes  
ge 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  
eed (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" x 12" x 10"  
mps (How driven J. Inglis Steam driven How driven Two Main engines, one duplex steam  
last Pumps, No. and size one 10"x12"x10" Lubricating Oil Pumps, including Spare Pump, No. and size ---  
e two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
ge Pumps: In Engine and Boiler Room E.R. three x 3", one x 5", one x 9" B.R. two x 3"  
Pump Room In Holds, &c. No. 1, 2, 3, 4, & 5 each one x 3" P&M, Deep Tanks P&St. one  
each 6", After tunnel well one 2 1/2", FP&AP on Ballast range one each 4"  
ain Water Circulating Pump Direct Bilge Suctions, No. and size one x 9" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
n. and size st. one x 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
e 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  
e all Sea Connections fitted direct on the skin of the ship Yes, except Main injection Are they fitted with Valves or Cocks 7 valves, 2 cocks  
e 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  
e 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  
hat Pipes pass through the bunkers P&St. steel bilge lines to Nos. 1, 2 & 3 Holds How are they protected by Bilge covering boards.  
hat pipes pass through the deep tanks None Have they been tested as per Rule Yes  
re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
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  
partment 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

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  
DOMINION ENGINEERING WORKS LIMITED  
Per. H. H. H. Manufacturer.



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Lloyd's Register  
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011368-011377-0235



Dates  
of Survey  
while  
building

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

3, 9, 15, 22, 26 February. 6, 9, 12, 15, 16, 18, 19, 20, 22, 24, 25, 26, 31 March.  
1, 2, 5, 6, 8, 9, 10, 13, 15, 16, 19, 20, 22, April  
1942- DEC. 10, 14, 18, 23 1943- JAN. 5, 12, 16, 29 FEB. 8, 12, 17, 23, 27 MAR. 4, 10, 1  
26, 31 APR. 5, 12, 17, 26 MAY 1, 10, 15, 22, 27 JUNE 5, 14, 29 JULY 2, 5, 10, 15, 22,  
AUG. 2, 6.  
31 & 39 = 70

Dates of Examination of principal parts - Cylinders 3.2.43 18.3.43, 8.4.43 Slides 3.2.43 18.3.43, 8.4.43 Covers 3.2.43 18.3.43, 8.4.43  
Pistons 3.2.43 18.3.43, 8.4.43 Piston Rods 22.4.43 Connecting rods 22.4.43  
Crank shaft 22.4.43 Thrust shaft 13.4.43 Intermediate shafts 6 at 9.11.42  
Tube shaft - Screw shaft 9.11.42 Propeller No. 165-2497 F.W.M. 9.3.43  
Stern tube 7.6.43 Engine and boiler seatings 8.5.43 Engines holding down bolts 3.7.43

Completion of fitting sea connections 5.6.43  
Completion of pumping arrangements 30.7.43 Boilers fixed 10.5.43 Engines tried under steam 2.8.43  
Main boiler safety valves adjusted 30.7.43 Thickness of adjusting washers P 17/32 & 9/16 C 15/32 & 7/16 St. 9/16 & 9/16  
Crank shaft material O.H. STEEL Identification Mark H.S. 22.4.43 Thrust shaft material O.H. STEEL Identification Mark H.S. 1  
Intermediate shafts, material Identification Marks see below Tube shaft, material - Identification Mark  
Screw shaft, material Identification Mark IJT 5537 Steam Pipes, material Test pressure Date of Test 5-7  
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 C

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  
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, Lauzon, Levis,  
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  
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  
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. 8.43 " at  
Notation T.S. (C.L.)".

Intermediate Shafting Identification Marks:-  
5606, 5602, 5614, 5566, 5570, 5607, All I.J.T. 9.11.42

The amount of Entry Fee ... \$ 30.00 : When applied for,  
Special ... \$ 400.00 : Aug. 12 1943  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) \$ Included :  
in Hull Rpt. : 19

Committee's Minute  
Assigned

FRI. 1 OCT 1943  
+LMC 8.43 20. 01

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

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