

pt. 4.
forwarded
FEB 1945
of writing Report
in
Book
on the
ilt at
ines made at
ilers made at
gistered Horse Power
m. Horse Power as per Rule
ade for which Vessel is intended
July 27th, 1944
When handed in at Local Office
June 29th, 44
Port of
Montreal, Que.
Date, First Survey
Jan. 12, 1944
Last Survey
June 21, 19 44
Constant attendance
Gross 2883
Net
Steel single screw steamer "OAKMOUNT PARK"
Saint John, N.B. By whom built St. John Drydock & Shipbuilding Co. Ltd. Yard No. 19 When built 1944
Three Rivers, Que. By whom made Canada Iron Foundries Ltd. Engine No. 2026 When made 1944
Lachine, P.Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B.1340 When made 1944
P.8, S.8
Port belonging to Montreal
Owners Canadian Government
Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
268.81
Ocean Going

GINES, &c.—Description of Engines Triple Expansion 3 Cylinder Revs. per minute 72
No. of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
ank 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"
be Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 11.78"
as fitted --- as fitted 12.25" Is the shaft fitted with a continuous liner Yes
onze Liners, thickness in way of bushes as per Rule .657" as per Rule .493"
as fitted .6875" as fitted .53125" Is the after end of the liner made watertight in the
peller boss Yes
Length of Bearing in Stern Bush next to and supporting propeller 51 3/8"
opeller, dia. 15.75" Pitch 14.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 75 sq. ft.
ed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work Yes
lge Pumps worked from the Main Engines, No. 2 Diameter 4.25" Stroke 26" Can one be overhauled while the other is at work Yes
eed {No. and size 2-8" -6"-15" Pumps connected to the {No. and size 2-10"-12"-10"; 8"-6"-15".
umps {How driven Steam Main Bilge Line {How driven Steam
allast Pumps, No. and size 1 - 10"-12"-10" 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.S. 1-4"; P.Aft. 1-3"; P.For'd. 1-3"; B.R.P. 1-3"; S. 1-3"
Pump Room In Holds, &c. No. 1, 1-3"P.; 1-3"S.; No. 2, 1-3"P.; 1-3"S
0.3 Aft. 1-2 1/2"P.; 1-2 1/2"S; For'd 1-2 1/2"P.; 1-2 1/2"S. Tunnel Well 1-2 1/2".
ain Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
n. and size 1-4"; 1-3"; 1-3 1/2" 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 No—Suctions on Are they fitted with Valves or Cocks Valves and 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 Centre castle scupper drains and How are they protected Sheet Steel Casings
hat pipes pass through the deep tanks No. 4 S.D.B. Tank air pipe Have they been tested as per Rule ---
e 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
mpartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from ---

AIN 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.
o. and Description of Boilers 2 - Multitubular Scotch Boilers Working Pressure 200 lbs./ Square Inch
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
A DONKEY BOILER FITTED? No If so, is a report now forwarded? ---
m the donkey boiler be used for domestic purposes only.
LANS. Are approved plans forwarded herewith for Shafting Approved London Main Boilers Approved New York Auxiliary Boilers --- Donkey Boilers ---
(If not state date of approval)
perheaters Approved London General Pumping Arrangements New York Oil fuel Burning Piping Arrangements ---

SPARE GEAR.
as the spare gear required by the Rules been supplied Yes
ate the principal additional spare gear supplied Main Condenser: 25 tubes, 50 ferrules, 100 pieces of condenser tube pack-
e ferrule driver, one tube driver. Main Engines: 3 sets of wearing segments of King tandem packing
r H.P., I.P., and L.P. valve spindles. Boilers: 10 plain boiler tubes, 2 stay tubes, 2 of each -
ad plates, bearer plates and bridge plates, 2 safety valve springs, 1 pressure gauge, 1 tube expander.
rced Draught: 3 baffle plates, 1 furnace door complete, 2 ash pit doors complete, 4 air valves com-
ete, 14 retarders. Superheaters: 2 header drain valves, 96 flexible unit gaskets, 1 set of tools.
emotor: 1 box containing assorted valve springs, packing rings, copper joints; 3 sets of S.E.A. ring
cking, 1 set of tools. Steering Engine: 1 set of brasses for main bearing; bottom end and cross head,
piston rings; 1 buffer complete with spring, 1 set of piston rod and valve spindle packing.

The foregoing is a correct description
Canada Iron Foundries Limited
Per Manufacturer.
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Lloyd's Register
Foundation
011461-011468-0084

Constant attendance - from Jan. 12, 1944 to June 21, 1944

Dates of Survey while building

During progress of work in shops -

During erection on board vessel -

1944: May 25, June 12, 15; Sept. 9, 18, 22, 25; Oct. 4, 5, 6, 10, 20, 27; Nov. 3, 7, 9, 16, 16, 29, Dec. 4, 6, 14, 15, 18, 21, 30, 31; Jan. 1945, 1, 3, 6.

Total No. of visits 30 (Saint John visits).

Dates of Examination of principal parts - Cylinders 4-4-44 2-6-44 Slides 1-4-44 21-4-44 Covers 12-4-44 22-4-44

Pistons 20-4-44 6-4-44 17-6-44 Piston Rods 28-3-44 24-4-44 17-6-44 Connecting rods 18-4-44 6-5-44 7-6-44

Crank shaft 29-5-44 9-6-44 Thrust shaft 10-2-44 31-5-44 Intermediate shafts 3-3-44

Tube shaft -- Screw shaft 3-3-44 Propeller 12-5-44

Stern tube 7-6-44 Engine and boiler seatings 2-10-44 Engines holding down bolts 16-11-44

Completion of fitting sea connections 19-9-44

Completion of pumping arrangements 1-12-44 Boilers fixed 4-12-44 Engines tried under steam 18-12-44

Main boiler safety valves adjusted 21-12-44 Thickness of adjusting washers P. 474: S. 487; P. 334: S. 505

Crank shaft material Pins & Journals Identification Mark T.C. 9.6.44 Thrust shaft material O.H. Steel Identification Mark T.C. 31.5.

Intermediate shafts, material O.H. Steel Identification Marks L.R. 3-3-44-M.D. Tube shaft, material -- Identification Mark --

Screw shaft, material O.H. Steel Identification Mark L.R. 7491 3-3-44-M.D. Steam Pipes, material Steel Test pressure 600 lbs Date of Test 3-11-44

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 Yes

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 --

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 ST. JOHN DRY DOCK & SHIPBUILDING CO. LTD., ST. JOHN, N. B. 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.

This Engine has been installed in this vessel, along with the intermediate shafting, stern tube and bush, tail shaft, propeller, auxiliary machinery and sea valves and cocks, in accordance with the Rules and approved plans. The materials and workmanship are of good quality.

The main engine cylinders and valve chests were examined internally on completion of Official Dock and Sea Trials and on both examinations, were found satisfactory. The cylinder walls and valve faces and working parts generally were found in good condition.

The amount of Entry Fee ... \$ 20.00 : When applied for, Aug. 31, 1944

Special ... \$ 200.00 : When received,

Donkey Boiler Fee ... \$ 60.00 : 19

Travelling Expenses (if any) \$ 19.00 : 19

Installation of Mch. \$ 250.00 : Saint John

Expenses \$ 36.50 : a/c.

Committee's Minute

Total fees and expenses applied for Jan. 23, 1945

Thomas Clark, J.B. McShane
Engineer Surveyor to Lloyd's Register of Shipping.

Assigned +LMC 1,45 F.D. C.L.



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