

MAR 1944

D.O.

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

6 MAR 1944

Date of writing Report Jan. 28 1944 When handed in at Local Office

Port of Saint John, N. B.

No. in Survey held at Saint John, N. B.  
Reg. Book.

Date, First Survey Sept. 18, 1942 Last Survey Dec. 8 1943

on the twin screw steamer "RIDING MOUNTAIN PARK" (ex Dredge "FIELDING")

(Number of Visits 62)

Gross 1854

Built at Sorel, P.Q.

By whom built Canadian Government Yard

Yard No. --

When built 1905

Engines made at Toronto, Canada

By whom made Polson Iron Works

Engine No. --

When made --

Boilers made at Glasgow, Scotland

By whom made Anderson &amp; Lyall

Boiler No. Not known

When made 1902

Registered Horse Power 900

Owners Park Steamship Co. Ltd.

Port belonging to Montreal

Nom. Horse Power as per Rule 132

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended International

Engines, &amp;c.—Description of Engines Triple expansion three cylinders Twin Screw Revs. per minute 110

Dia. of Cylinders 14", 22", 36"

Length of Stroke 22"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 6.58"

Crank pin dia. 7.125"

Crank webs

Mid. length breadth 10.5

Thickness parallel to axis 5"

as fitted 7.125"

as per Rule 6.27"

Mid. length thickness 5"

Thickness around eye-hole 2.312"

Intermediate Shafts, diameter as per Rule 6.58"

as fitted 7.5"

Thrust shaft, diameter at collars

as per Rule 6.58

Tube Shafts, diameter as per Rule 6.58"

as fitted 7.5"

Screw Shaft, diameter

as per Rule 6.96

as fitted 7.875"

Is the tube screw shaft fitted with a continuous liner

No

Bronze Liners, thickness in way of bushes as per Rule 0.5065"

as fitted .5312"

Thickness between bushes

as per Rule --

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

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

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 Yes If so, state type Cedarvall

Length of Bearing in Stern Bush next to and supporting propeller 218"

Propeller, dia. 9'-3" Pitch 9'-0"

No. of Blades 4

Material Cast Iron

Is it other Moreable No

Total Developed Surface -- sq. feet

Feed Pumps worked from the Main Engines, No. --

Diameter --

Stroke --

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. --

Diameter --

Stroke --

Can one be overhauled while the other is at work

Feed Pumps No. and size 2. 8 1/2"x6"x18"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size 1. 7 1/2"x6"x10"; 1. 9"x5"x10"

How driven Steam

Ballast Pumps, No. and size 1 Cargo Pump 16"

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. 2 - 2 1/2"; 1 - 3 1/2"

In Pump Room Independent Pump 7 1/2"x5"x6"; 1 - 3" suction

Cargo Hold 1 - 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 - 6"

No. and size 2 - 2 1/2"; 1 - 3 1/2"

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

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Yes

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 above

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

That Pipes pass through the bunkers

None

How are they protected

---

That pipes pass through the deep tanks

None

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

No tunnel

Is it fitted with a watertight door

---

worked from

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MAIN BOILERS, &amp;c.—(Letter for record R.)

Total Heating Surface two 3030 sq. ft.

Forced Draft fitted No

No. and Description of Boilers 2 Cylindrical Scotch

Working Pressure 160 lbs. per

S A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

sq. inch.

S A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

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the donkey boiler intended to be used for domestic purposes only

Approved

PLANS. Are approved plans forwarded herewith for Shafting 16/3/43

Main Boilers 30/3/43

Auxiliary Boilers

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Donkey Boilers

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Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Is the spare gear required by the Rules been supplied

Yes

Is the principal additional spare gear supplied

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The foregoing is a correct description,

Manufacturer.



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W1011-0377



*During progress of work in shops - -*  
*Dates of Survey while building*  
*During erection on board vessel - -*  
*Total No. of visits*  
1942: Sept. 18,22; Oct. 1,6,8,17,21,26,27,29,31; Nov. 7,9,11,22,17; Dec. 11, 1, 8.  
1943: Jan. 11,20,22,28,28,29; Feb. 16,25; Mar. 2,4,10,11,15,17,22,26,30;  
Apr. 1,9,30; June 1,16,23,24; July 1; Aug. 23,26,30; Sept. 14,30; Oct. 5,9,  
19,21; Nov. 15,20,22,24,24,25; Dec. 2,6,8.

Total No. of visits = 62.

Dates of Examination of principal parts—Cylinders	20/1/43	Slides	22/1/43	Covers	20/1/43
Pistons	22/1/43	Piston Rods	22/1/43	Connecting rods	22/1/43
Crank shaft	28/1/43	Thrust shaft	29/1/43	Intermediate shafts	-----
Tube shaft	17/11/42	Screw shaft	17/11/42	Propeller	17/11/42
Stern tube	17/11/42	Engine and boiler seatings	17/11/42	Engines holding down bolts	28/1/43
Completion of fitting sea connections	24/4/43				
Completion of pumping arrangements	1/11/43	Boilers fixed	30/4/43	Engines tried under steam	15/11/43
Main boiler safety valves adjusted	24/11/43	Thickness of adjusting washers	P.V. 125"; S.V. 218"; P.V. 343"; S.V. 312"	Port Boiler	Starboard Boiler
Crank shaft material	Steel	Identification Mark	None	Thrust shaft material	Steel
Intermediate shafts, material	Steel	Identification Marks	None	Tube shaft, material	Steel
Screw shaft, material	Steel	Identification Mark	None	Steam Pipes, material	Steel
Is an installation fitted for burning oil fuel	No	Is the flash point of the oil to be used over 150°F.	---	Test pressure	480
Have the requirements of the Rules for the use of oil as fuel been complied with	---			Date of Test	5/8/43
Is the vessel (being an oil tanker) fitted for carrying oil as cargo	Yes	If so, have the requirements of the Rules been complied with	Yes		
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with	---			Notation not required	
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.)

These engines, port and starboard, with thrust shafts, thrust blocks, tail end shafts, condensers and all sea valves and cocks have been generally examined and found or placed in good condition and generally in accordance with the Rules and approved plans, during the reconstruction of the vessel at the yard of the St. John Dry Dock and Shipbuilding Co. Ltd., Saint John, N. B., and materials and workmanship are of good quality.

These engines were subjected to a six hour sea trial during which time the performance of same was satisfactory. On completion of sea trials, cylinder and valve chests of both port and starboard engines were opened and examined internally and found in good condition.

It is recommended for the favourable consideration of the Committee that records of LMC 12,43 and TS (OG) 12,43 be made in the Register Book in the case of this vessel.

The amount of Entry Fee ... \$ 15.00 : When applied for,  
Special Survey Fee \$270.00 : Feb. 3 19. 44  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) \$ 41.00 : When received,  
Halifax expenses \$ 41.75 : 19. 44  
(Mr. Moon)

Committee's Minute

FRI. 21 APR 1944

Assigned

LMC 12.43

S 12.43 OG

J. B. M. C. Lee.  
Engineer Surveyor to Lloyd's Register of Shipping.



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