

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

22 FEB 1945

Received at London Office

of writing Report Jan. 5th 1945 When handed in at Local Office Jan. 23rd 1945 Port of HALIFAX, N. S.

o. in Survey held at PICTOU, N. S. Date, First Survey 7th Sept., 1944 Last Survey 23rd Dec. 1944

eg. Book. on the S.S. "ASHBY PARK" (Number of Visits 34)

uilt at PICTOU, N. S. By whom built FOUNDATION MARITIME LIMITED Yard No. 20 When built 1944

Engines made at THREE RIVERS, QUE. By whom made CANADA IRON FOUNDRIES LTD. Engine No. 2032 When made 1944

ilers made at LACHINE, QUE. By whom made DOMINION BRIDGE CO. LTD. Boiler No. 1421 P4 S4 When made 1944

egistered Horse Power Owners CANADIAN GOVERNMENT Port belonging to MONTREAL

om. Horse Power as per Rule 269 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

rade for which Vessel is intended OCEAN GOING

NGINES, &c.—Description of Engines TRIPLE EXPANSION - 3 CYLINDERS Revs. per minute 72

ia of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders THREE No. of Cranks THREE

rank shaft, dia. of journals as per Rule 10.99 as fitted 11.25 Crank pin dia. 11.25 Crank webs Mid. length breadth 16.25 Thickness parallel to axis 6.875

Intermediate Shafts, diameter as per Rule 11.47 as fitted 10.75 Thrust shaft, diameter at collars as per Rule 10.99 as fitted 11.25

ube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 11.78 as fitted 12.25 Is the screw shaft fitted with a continuous liner YES

ronze Liners, thickness in way of bushes as per Rule .657 as fitted .6875 Thickness between bushes as per Rule .493 as fitted .53125 Is the after end of the liner made watertight in the

opeller boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner YES

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 YES

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

aft NO If so, state type Length of Bearing in Stern Bush next to and supporting propeller 51.375

ropeller, dia. 15.75 ft Pitch 14' 0" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface sq. ft.

eed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4.25" Stroke 26" Can one be overhauled while the other is at work YES

Feed Pumps (No. and size Two 6" Simplex Pumps connected to the Main Engine pumps and ballast pump

umps (How driven Indep't. Steam Main Bilge Line How driven Main engine Indep't Steam.

Ballast Pumps, No. and size One Duplex 12" x 10" 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 Five 3" dia. & two bilge suction from dry tanks, under boilers.

In Pump Room In Holds, &c. Nos. 1 & 2 - 3" dia. Nos. 3 & 4 - 2 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One - 6", One - 4" 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 Are they fitted with Valves or Cocks VALVES

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 NONE 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 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 Perm. Closed

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3854 sq. ft.

Which Boilers are fitted with Forced Draft Port & Stbd. Which Boilers are fitted with Superheaters Port & Stbd.

No. and Description of Boilers Two multitubular Scotch type. Working Pressure 200 lbs.

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 App. London Main Boilers App. New York Auxiliary Boilers Donkey Boilers

(If not state date of approval) Superheaters General Pumping Arrangements App. New York Oil fuel Burning Piping Arrangements

Drawings sent for "AVONDALE PARK" SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied One set packing wearing segments for all piston rods & valve spindles.

25 Condenser tubes & 50 ferrules.

10 Plain boiler tubes, one furnace door & 2 ash pit doors & spare gear for forced draught fronts.

The foregoing is a correct description FOUNDATION MARITIME LIMITED

R. S. Shaw Manager

Manufacturer.



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011646-011653-0171

3,15, 6,8, 3, 64

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - -
 Total No. of visits 34 During Erection on Board.

1944-Sept. 7-Oct. 14, 16, 17, 18, 19. Nov. 4, 7, 9, 13, 20, 21, 27, 29. Dec. 1, 2, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 13-11-44 Intermediate shafts 13-11-44
 Tube shaft ✓ Screw shaft 24-3-44 Propeller 14-9-44
 Stern tube 17-9-44 Engine and boiler seatings 27-11-44 Engines holding down bolts 11-21-44
 Completion of fitting sea connections 13-11-44
 Completion of pumping arrangements 16-12-44 Boilers fixed 13-12-44 Engines tried under steam 19-12-44
 Main boiler safety valves adjusted 18-12-44 Thickness of adjusting washers P.Blr. P-19/32 S.Blr. P-31/64"
 Webs Cast steel Thrust shaft material O.H. Steel Identification Mark 3440 ✓
 Crank shaft material O.H. Steel Identification Mark 3326 ✓ Thrust shaft material O.H. Steel Identification Mark 3440 ✓
 Intermediate shafts, material O.H. Steel Identification Mark 9154, 9100 ✓ Tube shaft, material Identification Mark 9209, 9058, 9090 ✓
 Screw shaft, material O.H. Steel Identification Mark 8936 ✓ Steam Pipes, material Steel ✓ Test pressure 600 lbs./sq.in. Date of Test 29-11-44
 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 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 "AVONDALE PARK"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The boilers and machinery of this vessel have been installed on board under special survey and in accordance with the Approved Plans, Rule Requirements and Specification and special instructions received from Wartime Shipbuilding Limited.
 The steam and feed pipes have been tested to Rule Requirements and found sound and tight. The boilers examined under steam and the safety valves adjusted to 200 lbs. per sq.in. in main valves and 205 lbs. per sq.in. superheater safety valves.
 The materials and workmanship are of good quality and the main and auxiliary machinery, pumping arrangements, etc. have all been tried under full working conditions and found satisfactory.
 In my opinion this machinery is suitable for the purpose intended and eligible for the notation + L.M.C. 12,44 and T.S. (C.L) 12,44.

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

	Mtl.	
The amount of Entry Fee	20.00	a/c
Engines	200.00	When applied for,
Boilers	200.00	Jan. 23 1945
Expenses	39.00	When received,
Installation Fee	250.00	19
Expenses	35.00	

Jan. H. Nain
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 MAR 1945
 Assigned + L.M.C. 12,44 F.D. C.L.