

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

28 DEC 1945

Received at London Office

Date of writing Report Aug. 15th, 1945 When handed in at Local Office July 14th, 1945 Port of Montreal, Que.
 No. in Survey held at Three Rivers, Que. Date, First Survey Nov. 28th, 1944 Last Survey July 7th, 1945
 Reg. Book St. John: June 26 Constant attendance Nov. 18, 1945
 on the Single screw steamer "SHAKESPEARE PARK" Tons 2894
 Gross 2894
 Net 1649
 Built at Saint John, N.B. By whom built St. John Drydock & Shipbuilding Co. Ltd Yard No. 21 When built 1945
 Engines made at Three Rivers, Que. By whom made Canada Iron Foundries Ltd Engine No. 2043 When made 1945
 Boilers made at Lachine, P.Q. By whom made Dominion Bridge Co. Ltd. Boiler No. B.1509 P.6 S.6 When made 1945
 Registered Horse Power 268.81 Owners Canadian Government Port belonging to Montreal
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Ocean Going

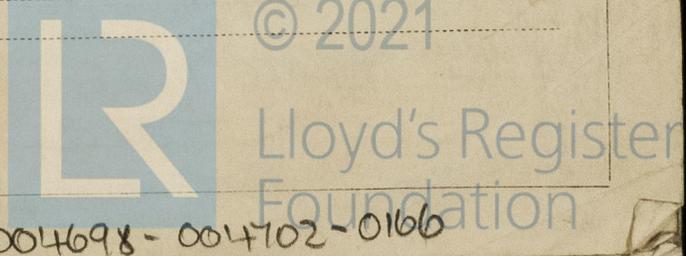
ENGINES, &c.—Description of Engines Triple Expansion 3 Cylinder Revs. per minute 72
 No. of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cranks 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.99" Crank pin dia. 11.25" Crank webs Mid. length breadth 16.25" Thickness parallel to axis 6.875"
 Intermediate Shafts, diameter as fitted 11.25" Thrust shaft, diameter at collars as per Rule 10.99" Thickness around eye-hole 4.75"
 Main Shafts, diameter as per Rule --- Screw Shaft, diameter as fitted 12.25" Is the xxx shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule .657" Thickness between bushes as per Rule .493" Is the after end of the liner made watertight in the Yes
 Propeller boss Yes ~~Is the propeller boss fitted with a continuous liner~~
 Propeller, dia. 15.75" Pitch 14.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 75 sq. ft.
 Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work Yes
 Bilge Pumps, No. 2 Diameter 4.25" Stroke 26" Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Engine - Steam Main Bilge Line Main Engine How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size ---
 Oil Cooler --- Suctions, connected to both Main Bilge Pumps and Auxiliary
 Eng. R.S. 1.4"; P. Aft. 1.3"; P. Fwd. 1.35"; Blr. R. P. 1.3"; Blr. R. S. 1.3"
 In Holds, &c. No. 1.1.3"; S. 1.3"; No. 2P. 1.3"; S. 1.3"; No. 3 Aft. 1-2.5"; S. 1-2.5"; For'd. P. 1-2.5"; S. 1-2.5"; Tunnel Well 1-2.5"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 6"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Discharges & blow down cocks on skin of ship Yes Inlet & outlet valves: Blowdown
 Are they fitted with Valves or Cocks Yes Are the Overboard Discharges above or below the deep water line Blowdown
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 How are they protected Sheet steel casing
 Are they tested as per Rule ---
 Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Blank worked from ---

MAIN 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.
 No. 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? --- If so, is a report now forwarded? ---
 Are approved plans forwarded herewith for Shafting London Main Boilers New York Auxiliary Boilers --- Donkey Boilers ---
 General Pumping Arrangements --- Oil fuel Burning Piping Arrangements ---

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes
 The principal additional spare gear supplied Main Condenser: 25 tubes, 50 ferrules, 100 pieces of condenser tube packing, one tap for tube plate, 1 die for condenser ferrules, 1 guide pin for packing, 1 packing extractor, 1 ferrule driver, one tube driver. Main Engines: 3 sets of wearing segments of King tandem packing H.P., I.P., and L.P. valve spindles. Boilers: 10 plain boiler tubes, 2 stay tubes, 2 of each, 2 safety valve springs, 1 pressure gauge, 1 tube expander, 2 baffle plates, 2 header drain valves, 2 ash pit doors complete, 4 air valves complete draught: 3 baffle plates, 1 furnace door complete, 2 ash pit doors complete, 4 air valves complete, 14 retarders, Superheaters: 2 header drain valves, 96 flexible unit gaskets, 1 set of tools. Motors: 1 box containing assorted valve springs, packing rings, copper joints; 3 sets of S.E.A. g packing, 1 set of tools. Steering Engine: 1 set of brasses for main bearing, bottom end and sshead, 2 piston rings; 1 buffer complete with spring, 1 set of piston rod and valve spindle king.

The foregoing is a correct description
 Canada Iron Foundries Limited
 Manufacturer.



004698-004702-0160

Constant attendance - from November 28th, 1944 to July 7th, 1945.

Dates of Survey while building: During progress of work in shops - June 26, 27; July 5, 9, 12, 25, 30; August 3; September 1, 11, 12, 13, 17, 18, 24, 26; October 1, 3, 4, 5, 6, 8, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 25, 26, 27, 28, 29, 30; 31; November 2, 8, 14, 15, 16, 18. Total No. of visits Saint John - 46.

Dates of Examination of principal parts - Cylinders 17.4.45 24.4.45 Slides 13.3.45 23.4.45 Covers 9.3.45 21.4.45 Pistons 11.4.45 20.5.45 7.7.45 Piston Rods 20.4.45 28.5.45 7.7.45 Connecting rods 6.4.45 3.5.45 7.7.45 Crank shaft 26.4.45 30.5.45 28.6.45 Thrust shaft 21.4.45 28.6.45 Intermediate shafts 17.11.44 Tube shaft -- Screw shaft 17.11.44 Propeller 29.8.45 Stern tube 12.7.45 Engine and boiler seatings 1.9.45 Engines holding down bolts 11.10.45 Completion of fitting sea connections 1.9.45 Completion of pumping arrangements 3.10.45 Boilers fixed 10.10.45 Engines tried under steam 29.10.45

Main boiler safety valves adjusted 30.10.45 Thickness of adjusting washers P. .538" S. .563"; P. .540" S. 480" Crank shaft material Pins & Journals Identification Mark Y.C. 28.6.45 Thrust shaft material O.H. Steel Identification Mark Lloyd's 50 Crank shaft material O.H. Steel Identification Mark Lloyd's 9402, 9476, 9477 Tube shaft material -- Identification Mark -- Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 9489, 9494 Tube shaft, material -- Identification Mark -- Screw shaft, material O.H. Steel Identification Mark Lloyd's 8928 17.11.44 T.M. Steam Pipes, material less Steel Test pressure 2500# Date of Test 2/3/45

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 -- Not required 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. Limited, Saint 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 Special ... \$ 200.00 Donkey Boiler Fee ... \$:50 Travelling Expenses (if any) \$ 22.19 St. John etc :- Installation of machinery & Blos - #250.00 Committee's Minute ... 38.00 Assigned + LMC 11.45 F.D. C.L. Sph

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Certificate to be sent to...

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

FRI. 18 JAN 1946