

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 NOV 1944

Date of writing Report Oct. 5 1944 When handed in at Local Office Oct. 16th 1944 Port of HALIFAX, N. S.

No. in Reg. Book. Survey held at PICTOU, N. S. Date, First Survey 4th May Last Survey 28th Sept. 1944 (Number of Visits 41) Tons Gross 2877 Net 1652

on the S. S. "LISCOMB PARK" Built at PICTOU, N. S. By whom built FOUNDATION MARITIME LIMITED Yard No. 17 When built 1944

Engines made at THREE RIVERS, QUE. By whom made CANADA FOUNDRIES LTD. Engine No. 2025 When made 1944

Boilers made at LACHINE, Que. By whom made DOMINION BRIDGE CO. LTD. Boiler No. 1340 P7 1340 S7 When made 1944

Registered Horse Power Owners CANADIAN GOVERNMENT Port belonging to MONTREAL

Nom. Horse Power as per Rule 269 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 CYLINDERS Revs. per minute 72 Dia of Cylinders 20" 31" 55" Length of Stroke 39" No. of Cylinders THREE No. of Cranks THREE

Crank 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" Mid. length thickness 6.875" Thickness around eye-hole 4.75"

Intermediate Shafts, diameter as per Rule 10.47" as fitted 10.75" Thrust shaft, diameter at collars as per Rule 10.99" as fitted 11.25"

Tube Shafts, diameter as per Rule 11.78" as fitted 12.25" Is the tube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule .657" as fitted .6875" Thickness between bushes as per Rule .53125" 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 YES 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 YES

If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft NO

Propeller, dia. 15.75 ft Pitch 14'0" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 51.375 sq. ft. Feed 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 Bilge Line No. and size Main Engine Pumps and Ballast Pump How driven Indep't Steam Main Engine Indep't Steam

Ballast Pumps, No. and size One Duplex 12" Dia. 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 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 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 J Shaw Manager

Manufacturer.



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011341-011351-0119

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1944 - May 4, - July 10, 11, 12, 17, 20 - August 2, 3, 4, 5, 8, 9, 10, 12, 17, 19, 21, 25, 26, 28, 30, 31 - Sept. 5, 7, 8, 11, 12, 13, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28.

41 During Erection on Board.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft 10-8-44 Intermediate shafts 10-8-44

Tube shaft ✓ Screw shaft 12-7-44 Propeller 12-7-44

Stern tube 17-7-44 Engine and boiler seatings 14-8-44 Engines holding down bolts 19-8-44

Completion of fitting sea connections 20-7-44

Completion of pumping arrangements 20-9-44 Boilers fixed 31-7-44 Engines tried under steam 22-9-44

Main boiler safety valves adjusted 21-9-44 Thickness of adjusting washer P.B1'r -P.439 S.378 S.B1'r P-372S.318

Crank shaft material Pins & Journals Identification Mark 8604 ✓ Thrust shaft material O.H.Steel Identification Mark 7007 ✓

Intermediate shafts, material O.H.Steel; Identification Marks 1721, 7858, 7016 ✓ Tube shaft, material Identification Mark ✓

Screw shaft, material O.H.Steel Identification Mark 1569 ✓ Steam Pipes, material STEEL ✓ Test pressure 600 lbs. sq.in. Date of Test 5-9-44

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 Specifications and special instructions received from Wartime Shipbuilding Limited.

The steam & 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. 9, 44 and T.S. (c.1) 9,44

Certificate to be sent to

The amount of Entry Fee ... \$ 20.00 Mtl. a/c

Special Engines ... \$200.00 do

Donkey Boiler ... \$200.00 do

Expenses ... \$ 40.00 do

Travelling Expenses (if any) ... \$ 40.00 do

Installation Expenses ... \$250.00

Expenses ... \$ 40.00

When applied for, Oct. 16 1944

When received, 19

Jas. H. Nain

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

HLMC 9 44

JHCL

