

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report: Oct. 12th, 1945 When handed in at Local Office: Oct. 10th, 45 Port of Montreal, P.Q.
 No. in Reg. Book Survey held at Montreal, P.Q. Date, First Survey 2nd Feb. 1945 Last Survey Sept. 29th 1945
 on the Twin Screw Transport Ferry CN 955 "L.S.T. (3) 3519" (Number of Visits Daily Attendance 4290.74 Tons Gross 2430.45 Net)
 Built at Montreal By whom built Canadian Vickers Limited Yard No. 207 When built 1945
 Engines made at Montreal By whom made Canadian Vickers Limited Engine No. Stb. 107 When made 1945
 Boilers made at Montreal By whom made Canadian Vickers Limited Boiler No. Stbd. 1261 When made 1945
 Registered Horse Power Owners British Admiralty Port belonging to
 Nom. Horse Power as per Rule 743 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Admiralty Service

ENGINES, &c.—Description of Engines Four Cylinder Triple Expansion Revs. per minute 185
 Dia. of Cylinders 18½" x 31" x 38½" x 38½" Length of Stroke 30" No. of Cylinders 4 per Engine No. of Cranks 4 per Engine
 Crank shaft, dia. of journals as per Rule 10.0275" Crank pin dia. 10.5" Crank webs Mid. length breadth --- Thickness parallel to axis 6.5"
 as fitted 10.5" Mid. length thickness --- shrunk Thickness around eye-hole 4.875"
 Intermediate Shafts, diameter as per Rule 9.56" Thrust shaft, diameter at collars as per Rule 10.03"
 as fitted 10.50" as fitted 10.50"
 Screw Shaft, diameter as per Rule 10.76" Is the {screw} shaft fitted with a continuous liner {No
 as fitted 10.75"
 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 5'6"
 Propeller, dia 10'0" Pitch 10'2" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 35 sq. ft.
 Feed Pumps worked from the Main Engines, No. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---
 Bilge Pumps worked from the Main Engines, No. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---
 Feed {No. and size 4 off 8" x 10½" x 22" Pumps connected to the {No. and size 4 off 10" x 8" x 10" Stoke Duplex
 Pumps {How driven Steam Main Bilge Line {How driven Steam Two - 30 ton ejectors in B.R.
 Ballast Pumps, No. and size 2 off 14x12x12 Duplex Submerging Oil Pumps
 Bilge Pumps;—In Engine and Boiler Room Two 2½ direct, Four 3" Main, Four 2½" Hose Cnts. to Offdms. in E.R. four 3" main
 In Pump Room Ford Three 3" aft Three 3" In Holds, &c. All spaces outside ER, BR and PR 2½" and 3" mains.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size Two - 9" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Two - 2½ 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 cover plate Yes
 What Pipes pass through the bunkers None
 What pipes pass through the deep tanks None
 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 fitted with a watertight Hatch on Lower Deck

MAIN BOILERS, &c.— (Letter for record 8) Total Heating Surface of Boilers 12512 Square Feet
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 2 Water tube Yarrow Type Working Pressure 225 lb/o"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No

PLANS. Are approved plans forwarded herewith for Shifting London Main Boilers New York 18-4-44
 (If not state date of approval) General Pumping Arrangements New York 28-12-44 Oil fuel Burning Piping Arrangements New York

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied As per British Admiralty requirements

The foregoing is a correct description

L. J. GAN
CANADIAN VICKERS, LIMITED

Manufacturer.



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Dates
of Survey
while
building

Constant attendance from 2nd February, 1945 to 22nd June, 1945.
During progress of work in shops - - -
Constant attendance from 24th June to September 29th, 1945.
During erection on board vessel - - -
Total No. of visits Daily attendance

Dates of Examination of principal parts—Cylinders 4-2-45 18-2-45 Slides 29-2-45 Covers 10-2-45
Pistons 4-3-45 P 24-3-45 Piston Rods 17-3-45 P Connecting rods 29-3-45
Crank shaft 8 22-3-45 Thrust shaft 8 See attached list Intermediate shafts See attached list
~~xxxxxx~~ Screw shaft See attached list Propeller 8 7-11-44
Stern tube 10-4-45 Engine and boiler seatings 28th June, 1945 Engines holding down bolts 7th July, 1945
Completion of fitting sea connections 18 April, 1945
Completion of pumping arrangements Boilers fixed 20th Aug. 1945 Engines tried under steam 24 August, 1945.
Main boiler safety valves adjusted 4th Sept. 1945 Thickness of adjusting washers Port Inb. 13/32" Out 31/64"
Stbd. In 9/16" out 5/8"
Crank shaft material OHS Identification Mark See List Thrust shaft material OHS Identification Mark See List
Intermediate shafts, material OHS Identification Marks See List ~~xxxxxx~~ ~~xxxxxx~~
Screw shaft, material OHS Identification Mark See List Steam Pipes, material OHS Test pressure 675 lb/□" Date of Test 24.6.45
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
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 ~~xxxxxx~~
~~xxxxxx~~
Is this machinery duplicate of a previous case Yes If so, state name of vessel CN 948

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery and Boilers have been constructed and installed on board this vessel under Special Survey and in accordance with the Approved Plans and instructions forwarded by the Admiralty, and the materials and workmanship are in my opinion satisfactory.

The main engines are fitted with welded steel bedplates constructed in accordance with the Approved Plans, copies of which are in the London Office.

The materials used in the construction of the Machinery have been tested partly by the Surveyors to this Society, and partly by the Surveyors to the British Corporation, and finally examined by the undersigned and found satisfactory. Forging reports and Certificates for Auxiliary Machinery attached herewith.

The main and Auxiliary Machinery were satisfactorily tested under working conditions, and it is recommended for the favourable consideration of the Committee that the Record of LMC 9-45 and the notation of TS OG 9-45, and "Fitted for Oil Fuel FP above 150° F" be made in the case of this vessel.

The amount of Entry Fee ... \$ 30.00 : When applied for,
Special ... \$ 610.00 : 15th Nov 1945
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) \$ Included in Fuel Rpt. 19...

Committee's Minute FRI. 21 DEC 1945

The Assigned + LMC 9.45

FITTED FOR OIL FUEL 9.45 FLASH POINT ABOVE 140° F. F.D. O.G.

LR-FAF-TB16-67

W B G Lowe
Engineer Surveyor to Lloyd's Register of Shipping.



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