

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 JAN 1935

Date of writing Report 17th Dec 1934 When handed in at Local Office 17th Dec 1934 Port of MontrealNo. in Survey held at Langon, P.Q. Date, First Survey 13th Oct Last Survey 17th Nov 1934
Reg. Book. (Number of Visits 3)

on the Steel double screw Ferry "Dartmouth" Tons Gross 531.11 Net 247.42

Built at Langon, P.Q. By whom built Davie Shipbuilding & Repairing Co. Ltd. Yard No. 510 When built 1934

Engines made at Glasgow By whom made Archibson Blair & Co. Ltd. Engine No. 190 When made 1934

Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 401 When made 1934

Registered Horse Power Owners Dartmouth Ferry Commission Port belonging to Halifax, N.S.

Nom. Horse Power as per Rule 98 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Ferry purposes

ENGINES, &c.—Description of Engines Two Compound, Coupled together Revs. per minute 184

Dia. of Cylinders 12" - 24" Length of Stroke 18" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 12 1/2" Crank pin dia. 6 1/2" Crank webs Mid. length breadth 12 1/2" shrunk Thickness parallel to axis 4 1/2"

as fitted 6 1/2" Mid. length thickness 4 3/4" Thickness around eye-hole 2 1/2"

Intermediate Shafts, diameter as per Rule 2-8-34 Thrust shaft, diameter at collars as per Rule 2-8-34

as fitted 6 1/4" as fitted 6 1/2"

Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 2-8-34 Is the tube screw shaft fitted with a continuous liner yes

as fitted none as fitted 6 5/8"

Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 1/2" 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 continuous 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes

If so, state type Length of Bearing in Stern Bush next to and supporting propeller 27 1/2"

Propeller, dia. 6' 5" Pitch 8' 0" No. of Blades 4 Material B.S. whether Movable yes Total Developed Surface 14 sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work yes

Feed Pumps No. and size One 4" dia. 6" stroke + 1" stroke Pumps connected to the Main Bilge Line No. and size One 7 1/2" x 5 1/4" x 10"

How driven Steam driven (Main) Main Bilge Line How driven Steam driven

Ballast Pumps, No. and size One 7 1/2" x 5 x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 1/2" - 2" dia. For peak tanks

In Pump Room yes In Holds, &c. 2 1/2" 3-2" 2-2" in plan See L.L. 1/2/35

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 1/2" Gector

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 Values, Blowdowns, cocks

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

What Pipes pass through the bunkers Bilge & Ballast How are they protected By steel trunk

What pipes pass through the deep tanks Have they been tested as per Rule yes

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 yes worked from yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2460 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers 2 - Navy type Working Pressure 120 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Copy of report

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied

2 connecting rods, 2 piston rods, 2 propeller bones, 2 tail shafts, 4 propeller blades, 1 set coupling bolts, 2 main bearing bolts, spare piston rings for each piston

100 boiler tubes, 6 stay tubes, 12 condenser tubes, 24 feed pump valves.

The foregoing is a correct description,

DAVIE SHIPBUILDING & REPAIRING COMPANY, Limited

per. Alex. G. Campbell

Manufacturer.



© 2020

Lloyd's Register
Foundation

1934 Aug. 27 Sept. 3. 10. 18. 27 Oct. 4. 8. 10. 12. 15. 22.
 11. *Initial visits*
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - 1st & 13th Oct. 12th & 17th Nov. 1934
 Total No. of visits 4.

Dates of Examination of principal parts—Cylinders 18-9-34 Slides 10-9-34 Covers 18-9-34
 Pistons 18-9-34 Piston Rods 10-9-34 Connecting rods 10-9-34
 Crank shaft 10-9-34 Thrust shaft 10-10-34 Intermediate shafts 18-9-34
 Tube shaft ✓ Screw shaft 18-9-34 Propeller 10-10-34
 Stern tube 13-10-34 Engine and boiler seatings 13-10-34 Engines holding down bolts 12-11-34
 Completion of fitting sea connections 13-10-34
 Completion of pumping arrangements 12-11-34 Boilers fixed 12-11-34 Engines tried under steam 17-11-34
 Main boiler safety valves adjusted 17-11-34 Thickness of adjusting washers *Port boiler 7/16" Star boiler 7/16"*
 Crank shaft material *L* Identification Mark 5148 Thrust shaft material *L* Identification Mark 5148
 Intermediate shafts, material *L* Identification Marks 5148 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material *L* Identification Mark 5148 Steam Pipes, material *Copper* Test pressure 240 lbs. Date of Test 12-11-34
 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 ✓ 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 *No* If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been built under special survey at Glasgow as per Glasgow Reports N° 55103 & 54997. It has now been fitted on board under special survey in accordance with the Rules and approved plans and the workmanship and materials are good. The engines and boilers have been tried under steam and found satisfactory and the safety valves adjusted under the approved working pressure of 120 lbs. per sq. inch. They are in good and safe working condition and eligible, in my opinion to receive the notation + L.R.C. 11-34.

The amount of Entry Fee ... £ 90⁰⁰ :
 Special ... £ :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 17th Dec 1934
 When received, 31st Dec 1934

Geo. Allan
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 FEB 1935

Assigned

+ Lmb. 11. 34 C.L.



© 2020

Lloyd's Register
 Foundation