

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1-9-1945

Date of writing Report **Aug. 18th, 1945** When handed in at Local Office **July 27th, 1945** Port of **Montreal, Que.**

No. in Survey held at **Montreal, Que.** Date, First Survey **Jan. 19th,** Last Survey **July 21st, 1945**
Reg. Book **Constant attendance** (Number of Visits.....)

on the **Single Screw Steamer "CABEDELLO"** Tons {Gross **3142.34**
Net **1818.16**

Built at **Montreal, Que.** By whom built **Canadian Vickers Limited** Yard No. **211** When built **1945**

Engines made at **Montreal, Que.** By whom made **Canadian Vickers Limited** Engine No. **35028-1** When made **1945**
1267

Boilers made at **Montreal, Que.** By whom made **Canadian Vickers Limited** Boiler No. **1268** When made **1945**

Registered Horse Power **-** Owners **Lloyd Brasileiro (Patrimônio Nacional)** Port belonging to **Rio de Janeiro**

Nom. Horse Power as per Rule **367** Is Refrigerating Machinery fitted for cargo purposes **Yes** Is Electric Light fitted **Yes**

Trade for which Vessel is intended **Ocean Going**

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **80**

Dia. of Cylinders **21 1/2" x 36" x 62"** Length of Stroke **42"** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals as per Rule **12.285"** Crank pin dia. **12.5"** Crank webs Mid. length breadth **-** Thickness parallel to axis **7.75"**
as fitted **12.5"** Mid. length thickness **-** Thickness around eye-hole **6.375"**

Intermediate Shafts, diameter as per Rule **11.7"** Thrust shaft, diameter at collars as per Rule **12.285"**
as fitted **12.0"** as fitted **12.5"**

Tube Shafts, diameter as per Rule **-** Screw Shaft, diameter as per Rule **13.01"** Is the ~~xxx~~ shaft fitted with a continuous liner **Yes**
as fitted **-** as fitted **13.25"**

Bronze Liners, thickness in way of bushes as per Rule **.6956"** Thickness between bushes as per Rule **.5217"**
as fitted **23/32" .71875"** as fitted **5/8" .625"** 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 **one length**

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 **fits tightly**

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 **No** Length of Bearing in Stern Bush next to and supporting propeller **4'9"**

Propeller, dia **15'9"** Pitch **15'0"** No. of Blades **Four** Material **Bronze** whether Moveable **Fixed** Total Developed Surface **91.7** 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. **Two** Diameter **4"** Stroke **22"** Can one be overhauled while the other is at work **Yes**

Feed Pumps {No. and size **2 @ 7"x9"x21" (Weirs)** Pumps connected to the {No. and size **2 @ 4"x22" stroke** } 1 @ 10"x12"x10" Vert. Duplex
{How driven **Steam** Duplex (G.S.) Main Bilge Line {How driven **Main Engine** } Steam

Ballast Pumps, No. and size **1-10"x12"x10" Vert. Duplex** 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 **2 @ 3" in E.R. & 2 @ 3" in B.R. Hat Boxes, 1-3" in cofferdam Frs. 82-83**

In Pump Room **-** In Holds, &c. No. **1, 2-3", No. 2, 2-3", No. 3, 2-3", No. 4, 1-3"**

Tunnel well **1-3"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1-9" dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1-5" dia.** 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 **Both**

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 **None** How are they protected **-**

What pipes pass through the deep tanks **None** 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 **Yes** worked from **Upper deck**

MAIN BOILERS, &c.— (Letter for record **S**) Total Heating Surface of Boilers **5160** sq. ft.

Which Boilers are fitted with Forced Draft **Both** Which Boilers are fitted with Superheaters **Both**

No. and Description of Boilers **Two, Scotch Marine Type** Working Pressure **220** 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 **-** **20.7.44** **23.9.44**

PLANS. Are approved plans forwarded herewith for Shafting **New York** Main Boilers **New York** Auxiliary Boilers **-** Donkey Boilers **-**
(If not state date of approval)

Superheaters **19.12.44** **New York** General Pumping Arrangements **March 2nd, 1945** Oil fuel Burning Piping Arrangements **March 2nd, 1945**
New York **New York**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**

State the principal additional spare gear supplied **See attached list**

The foregoing is a correct description
Canadian Vickers Limited,

Per *[Signature]*

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building:

 During progress of work in shops - - Jan. 19th 1945 to June 5th, 1945

 During erection on board vessel - - June 8th, 1945 to July 21st, 1945.

 Total No. of visits: Constant attendance

Dates of Examination of principal parts — Cylinders 5/4, 6/4, 12/4, 1945 Des 5/4, 6/4, 12/4, 1945 Covers 5/4, 6/4, 12/4, 194

 Pistons 17/5/45 Piston Rods 17/5/45 Connecting rods 17/5/45

 Crank shaft 26/4/45 Thrust shaft 18/4/45 Intermediate shafts 6/4/45

 Tube shaft - Screw shaft 6/4/45 (Spare) 18/6/45 Propeller 28/12/44

 Stern tube 9/4/45 Engine and boiler seatings 16/5/45 Engines holding down bolts 20/6/45

 Completion of fitting sea connections 3/4/45

Completion of pumping arrangements 10/7/45 Boilers fixed 23/5/45 Engines tried under steam 11/7/45 & 14/7/45

 Main boiler safety valves adjusted 11/7/45 Thickness of adjusting washers Port 7/16" & 1/2" Stbd. 11/16" & 5/8"

 Crank shaft material O.H. Steel Identification Mark 9168 26.4.45 Thrust shaft material O.H. Steel Identification Mark 9499 18.4

 Intermediate shafts, material O.H. Steel Identification Mark 9521, 9610, Lloyd's 9498, Lloyd's 9522, 9589 & 9388 Tube shaft, material - Identification Mark -

 Screw shaft, material O.H. Steel Identification Mark Spare 9362 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 21/6/45

 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 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 desired

 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.) The machinery and boilers have been constructed and installed on board this Vessel in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved Plans. The materials have been tested by the Surveyors to this Society and the workmanship is good.

Forging reports enclosed.

 The Main and Auxiliary Machinery were satisfactorily tested under working conditions and it is recommended that the Vessel be classed with Lloyd's Machinery Certificate and the records \boxtimes LMC 7,45, T.S.(C.L.) 7,45 and fitted for oil fuel F.P. above 150°F. be made in the Register Book in the case of this Vessel.

The amount of Entry Fee ... \$ # : When applied for,

 Special (Machinery) 566⁰⁰ : 10th Sept 1945

 Donkey Boiler Fee ... \$: When received,

 Travelling Expenses (if any) \$ Included 19

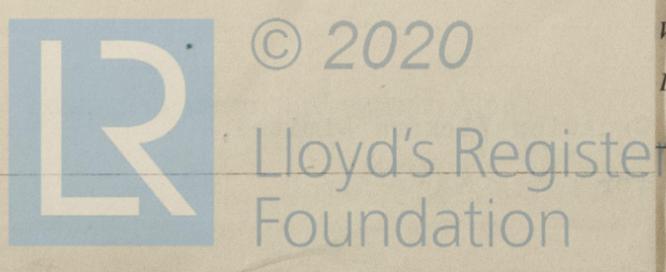
 in Hull Rpt.

 Committee's Minute TUES. 23 OCT 1945

J.S. Morrison /
 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned +LMC 7,45

 FITTED FOR OIL FUEL 7,45 FLASH POINT ABOVE 160° F. F.D. C.L. Spk.



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

Certificate to be sent to