

R'pt. 4.

No. 6652

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REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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
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
Boilers made at Montreal, Que. By whom made Canadian Vickers Limited Boiler No. 1267 When made 1945
Registered Horse Power - Owners Lloyd Brasileiro (Patrimonio 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 21½" 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 -
as fitted - as fitted 13.25" Yes
Bronze Liners, thickness in way of bushes as per Rule .6956" Thickness between bushes as per Rule .5217" 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 If so, state type - 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 {No. and size 1 @ 7"x9"x21" (Weirs) Pumps connected to the {No. and size 2 @ 4"x22" stroke } 1 @ 10"x12"x10" Vert.
Pumps {How driven Steam Duplex (G.S.) Main Bilge Line {How driven Main Engine } Steam Duplex
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 New York Oil fuel Burning Piping Arrangements March 2nd, 1945 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

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, 1945
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 18/6/45 (Spare) 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 Lloyd's No. 9498 Thrust shaft material O.H. Steel Identification Mark 9499 18.4
Intermediate shafts, material O.H. Steel Identification Mark 9521, 9610, Lloyd's 9498, Tube shaft, material - Identification Mark -
Screw shaft, material O.H. Steel Identification Mark Lloyd's 9522, 9589 & 9388
Is an installation fitted for burning oil fuel Yes Spare 9362 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 21/6/45
Have the requirements of the Rules for the use of oil as fuel been complied with Yes Is the flash point of the oil to be used over 150°F. 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 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 ... \$ 566.00 : When applied for, 10th Sept 1945
Special (Machinery)
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) \$ Included 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. Sph.