

# REPORT ON MACHINERY.

No. 1272

Port of *Quebec*

Received at London Office

19

No. in Survey held at *Lewis* Date, first Survey *10/9/10* Last Survey *12<sup>th</sup> Dec 1910*  
 Reg. Book. on the *Scrap Wrecker Ferry Boat "Colomb" (S)* (Number of Visits *7*)  
 Master *J. Chamberland* Built at *Laurion* By whom built *J. J. Davis Sons* Tons { Gross *559.58*  
 Engines made at *Lewis* By whom made *Cap. Gen. Shaw & Machinery Co* when made *1910* Net *338.05*  
 Boilers made at *Sorel* By whom made *La Cie. Bultmann Ltd* when made *1910* When built *1910*  
 Registered Horse Power *128* Owners *Quebec & Lewis Ferry Ltd* Port belonging to *Quebec*  
 Nom. Horse Power as per Section 28 *128* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*

ENGINES, &c.—Description of Engines *Triple Expansion Jet-Cond* No. of Cylinders *3* No. of Cranks *3*  
 Dia. of Cylinders *15" 25" 42"* Length of Stroke *30"* Revs. per minute *100* Dia. of Screw shaft *8 1/4"* Material of *Steel*  
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube *No* Is the after end of the liner made water tight  
 Is the propeller boss *No* If the liner is in more than one length are the joints burned *2 lengths* 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 *No* Length of stern bush *26"*  
 Dia. of Tunnel shaft *7 3/8"* Dia. of Crank shaft journals *8 1/4"* Dia. of Crank pin *8 1/4"* Size of Crank webs *6 1/4"* Dia. of thrust shaft under  
 collars *8 1/2"* Dia. of screw *10 1/2"* Pitch of Screw *14 1/2"* No. of Blades *4* State whether moveable *Yes* Total surface *41.15*  
 No. of Feed pumps *2* Diameter of ditto *4 1/2"* Stroke *6"* Can one be overhauled while the other is at work *Yes*  
 No. of Bilge pumps *1* Diameter of ditto *5"* Stroke *10"* Can one be overhauled while the other is at work  
 No. of Donkey Engines *2* Sizes of Pumps *4 1/2"* No. and size of Suctions connected to both Bilge and Donkey pumps  
 in Engine Room *3 3"* In Holds, &c. *3 3"*  
 No. of Bilge Injections *1* sizes *4"* Connected to condenser, or to circulating pump *Condenser* Is a separate Donkey Suction fitted in Engine room & size *Yes 3"*  
 Are all the bilge suction pipes fitted with roses *Yes* Are the roses in Engine room always accessible *Yes* Are the sluices on Engine room bulkheads always accessible *Yes*  
 Are all connections with the sea direct on the skin of the ship *Yes* Are they 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 Discharge Pipes 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*  
 That pipes are carried through the bunkers *Bilge pumps* How are they protected *Alongside Keelson*  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*  
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges *Yes*  
 Dates of examination of completion of fitting of Sea Connections \_\_\_\_\_ of Stern Tube \_\_\_\_\_ Screw shaft and Propeller \_\_\_\_\_  
 Is the Screw Shaft Tunnel watertight *Yes* Is it fitted with a watertight door *Yes* worked from *Screwed up.*

BOILERS, &c.—(Letter for record (T) ) Manufacturers of Steel *Carnegie*  
 Total Heating Surface of Boilers *1896* Is Forced Draft fitted *Yes* No. and Description of Boilers *1 Scotch Marine*  
 Working Pressure *175 lb* Tested by hydraulic pressure to *262 lb* Date of test \_\_\_\_\_ No. of Certificate \_\_\_\_\_  
 Can each boiler be worked separately \_\_\_\_\_ Area of fire grate in each boiler *42"* No. and Description of Safety Valves to  
 each boiler *2 (Spring)* Area of each valve *6.06* Pressure to which they are adjusted *175* Are they fitted with easing gear *No*  
 Smallest distance between boilers or uptakes and bunkers or woodwork *20"* Mean dia. of boilers *13"* Length *12 1/8"* Material of shell plates *Steel*  
 Thickness *1 1/2"* Range of tensile strength *63680* Are the shell plates welded or flanged *joint* Descrip. of riveting: cir. seams *1 row*  
 Long. seams *5 1/2"* Diameter of rivet holes in long. seams *1 1/4"* Pitch of rivets *8 1/4"* Lap of plates or width of butt straps *18 3/8"*  
 Percentages of strength of longitudinal joint \_\_\_\_\_ Working pressure of shell by rules *209* Size of manhole in shell *12" x 15"*  
 Diameter of compensating ring *28 x 29 x 1 1/2"* No. and Description of Furnaces in each boiler *2 Morrison* Material *Steel* Outside diameter *4.5 7/8"*  
 Length of plain part \_\_\_\_\_ Thickness of plates \_\_\_\_\_ Description of longitudinal joint *welded* No. of strengthening rings \_\_\_\_\_  
 Working pressure of furnace by the rules *212* Combustion chamber plates: Material *Steel* Thickness: Sides *9/16* Back *9/16* Top *9/16* Bottom *3/4"*  
 Diameter of stays to ditto: Sides *6 x 6* Back *6 1/4 x 6 1/2* Top *5 1/2 x 7 1/2* If stays are fitted with nuts or riveted heads *Nuts and* Working pressure by rules *211*  
 Material of stays *Iron* Diameter at smallest part *1 1/4"* Area supported by each stay *42.187* Working pressure by rules *223* End plates in steam space:  
 Material *Steel* Thickness *1/16"* Pitch of stays *15 1/2 x 11 1/2"* How are stays secured *Double nuts* Working pressure by rules *251* Material of stays *Steel*  
 Diameter at smallest part *2 1/4"* Area supported by each stay *177* Working pressure by rules *180* Material of Front plates at bottom *Steel*  
 Thickness *1/16"* Material of Lower back plate *Steel* Thickness *1/16"* Greatest pitch of stays *22"* Working pressure of plate by rules *190*  
 Diameter of tubes *3"* Pitch of tubes *4 1/8" x 4 3/16"* Material of tube plates *Steel* Thickness: Front *1/16"* Back *1/16"* Mean pitch of stays \_\_\_\_\_  
 Distance across wide water spaces *13 1/2"* Working pressures by rules *234* Girders to Chamber tops: Material *Steel* Depth and  
 Thickness of girder at centre *9.5 x 1.25* Length as per rule *2.4 1/2"* Distance apart *7 3/4"* Number and pitch of stays in each *4 5.5"*  
 Working pressure by rules *225* Superheater or Steam chest; how connected to boiler \_\_\_\_\_ Can the superheater be shut off and the boiler worked  
 separately \_\_\_\_\_ Diameter \_\_\_\_\_ Length \_\_\_\_\_ Thickness of shell plates \_\_\_\_\_ Material \_\_\_\_\_ Description of longitudinal joint \_\_\_\_\_ Diam. of rivet  
 Pitch of rivets \_\_\_\_\_ Working pressure of shell by rules \_\_\_\_\_ Diameter of flue \_\_\_\_\_ Material of flue plates \_\_\_\_\_ Thickness \_\_\_\_\_  
 Stays fitted with rings \_\_\_\_\_ Distance between rings \_\_\_\_\_ Working pressure by rules \_\_\_\_\_ End plates: Thickness \_\_\_\_\_ How stayed \_\_\_\_\_  
 Working pressure of end plates \_\_\_\_\_ Area of safety valves to superheater \_\_\_\_\_ Are they fitted with easing gear \_\_\_\_\_

Ferry Steamer "Louis Jolliet"  
 M.H. Reg. No. 4706

No 1272

**VERTICAL DONKEY BOILER—** Manufacturers of Steel

No. \_\_\_\_\_ Description \_\_\_\_\_

Made at \_\_\_\_\_ By whom made \_\_\_\_\_ When made \_\_\_\_\_ Where fixed \_\_\_\_\_

Working pressure tested by hydraulic pressure to \_\_\_\_\_ Date of test \_\_\_\_\_ No. of Certificate \_\_\_\_\_ Fire grate area \_\_\_\_\_ Description of Safety Valves \_\_\_\_\_

No. of Safety Valves \_\_\_\_\_ Area of each \_\_\_\_\_ Pressure to which they are adjusted \_\_\_\_\_ Date of adjustment \_\_\_\_\_

If fitted with casing gear \_\_\_\_\_ If steam from main boilers can enter the donkey boiler \_\_\_\_\_ Dia. of donkey boiler \_\_\_\_\_ Length \_\_\_\_\_

Material of shell plates \_\_\_\_\_ Thickness \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Descrip. of riveting long. seams \_\_\_\_\_

Dia. of rivet holes \_\_\_\_\_ Whether punched or drilled \_\_\_\_\_ Pitch of rivets \_\_\_\_\_ Lap of plating \_\_\_\_\_ Per centage of strength of joint \_\_\_\_\_ Rivets \_\_\_\_\_ Plates \_\_\_\_\_

Working pressure of shell by rules \_\_\_\_\_ Thickness of shell crown plates \_\_\_\_\_ Radius of do. \_\_\_\_\_ No. of stays to do. \_\_\_\_\_ Dia. of stays \_\_\_\_\_

Diameter of furnace Top \_\_\_\_\_ Bottom \_\_\_\_\_ Length of furnace \_\_\_\_\_ Thickness of furnace plates \_\_\_\_\_ Description of joint \_\_\_\_\_

Working pressure of furnace by rules \_\_\_\_\_ Thickness of furnace crown plates \_\_\_\_\_ Stayed by \_\_\_\_\_

Diameter of uptake \_\_\_\_\_ Thickness of uptake plates \_\_\_\_\_ Thickness of water tubes \_\_\_\_\_ Dates of survey \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:—

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

The foregoing is a correct description,  
 \_\_\_\_\_  
 Manufacturer. Ernest Caron

Dates of Survey while building

During progress of work in shops - - During erection on board vessel - - Total No. of visits	10/22 <sup>nd</sup> Sept. 16/23 <sup>rd</sup> Oct. 1910
	18/21 <sup>st</sup> Nov. 12 <sup>th</sup> Dec. 1910
	Seven

Is the approved plan of main boiler forwarded herewith \_\_\_\_\_

Dates of Examination of principal parts—Cylinders \_\_\_\_\_ Slides \_\_\_\_\_ Covers \_\_\_\_\_ Pistons \_\_\_\_\_ Rods \_\_\_\_\_

Connecting rods \_\_\_\_\_ Crank shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_ Tunnel shafts \_\_\_\_\_ Screw shaft \_\_\_\_\_ Propeller \_\_\_\_\_

Stern tube \_\_\_\_\_ Steam pipes tested \_\_\_\_\_ Engine and boiler seatings \_\_\_\_\_ Engines holding down bolts \_\_\_\_\_

Completion of pumping arrangements \_\_\_\_\_ Boilers fixed \_\_\_\_\_ Engines tried under steam \_\_\_\_\_

Main boiler safety valves adjusted \_\_\_\_\_ Thickness of adjusting washers \_\_\_\_\_

Material of Crank shaft \_\_\_\_\_ Identification Mark on Do. \_\_\_\_\_ Material of Thrust shaft \_\_\_\_\_ Identification Mark on Do. \_\_\_\_\_

Material of Tunnel shafts \_\_\_\_\_ Identification Marks on Do. \_\_\_\_\_ Material of Screw shafts \_\_\_\_\_ Identification Marks on Do. \_\_\_\_\_

Material of Steam Pipes \_\_\_\_\_ Test pressure \_\_\_\_\_

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 The boiler has been constructed under the supervision of the Canadian Local Inspector. The riveting of the shell and circumferential seams has been done with air tools. A large number of the joints are weeping. Caulking of the butt straps is lacking. Nothing can be done until the month of May when Caron has promised to put the boiler in good condition.

The amount of Entry Fee. . . £ 2 : - : When applied for.

Special . . . . . £ 19.4 : : When received.

Donkey Boiler Fee . . . . . £ : : When received.

Travelling Expenses (if any) £ : : When received.

Committee's Minute \_\_\_\_\_ 13.1912

Assigned \_\_\_\_\_ L.M. 6.11.11

\_\_\_\_\_ 6.11.1910

\_\_\_\_\_ J. S. Samson  
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Lloyd's Register Foundation

Ferry Steamer "Louis Joliet".  
MHC. rpt. No 4706.



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Lloyd's Register

Rpt. 4.  
No. in  
Reg. Book.  
Master  
Engines man  
Boilers man  
Registered  
Nom. Horse  
ENGINE  
Dia. of Cyl  
Is the screw  
in the prop  
between the  
liners are  
Dia. of Turn  
collars  
No. of Fee  
No. of Bilg  
No. of Don  
In Engine  
No. of Bilge  
Are all the  
Are all com  
Are they fa  
Are they eat  
What pipes  
Are all Pi  
Are the Bil  
Dates of ex  
Is the Sere  
BOILERS  
Total Hea  
Working  
Can each l  
each boiler  
Smallest di  
Thickness  
long. seams  
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Pitch of st  
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