

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Sept. 6th. 1946

Sept. 7th. 1946

Received at London Office

10 OCT 1946

Date of writing Report Feb. 7th, 1946 When handed in at Local Office Feb. 7th, 1946 Port of Montreal, Que. & Quebec, Que.
No. in Survey held at Montreal, Que. & Quebec, Que. Date, First Survey 19th. February 1946 Last Survey 31st. August 1946
Reg. Book Montreal, Que. & Quebec, Que. Daily attendance (Number of Ports) Oct. 7th, 1945

on the Steel Single Screw Steamer "OTTAWA MAYHAVEN"

Built at LAUZON, P.Q. By whom built GEO.T. DAVIE & SONS LTD. Yard No. 37 When built 1946
Engines made at MONTREAL, Que. By whom made CANADIAN VICKERS LIMITED Engine No. 35100-8 When made 1945-46
Boilers made at LACHINE, P.Q. By whom made DOMINION BRIDGE CO. LD. Boiler No. B1665/B2 When made 1945
Registered Horse Power Wartime Shipbuilding Limited Port belonging to Wartime Shipbuilding Limited
Nom. Horse Power as per Rule 73 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which Vessel is intended -

ENGINES, &c. — Description of Engines Triple Expansion Revs. per minute 230
Dia. of Cylinders 9" x 16" x 26" Length of Stroke 18" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 5.02" Crank pin dia. 5 1/2" Crank webs Mid. length breadth - Thickness parallel to axis 4"
Intermediate Shafts, diameter as per Rule 4.754" Mid. length thickness - Thickness around eye-hole 2-7/16"
Thrust shaft, diameter at collars as per Rule 5.02"
Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 5.384" Is the tube shaft fitted with a continuous liner No liner fitted.

Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule - 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 -
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 -
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 -

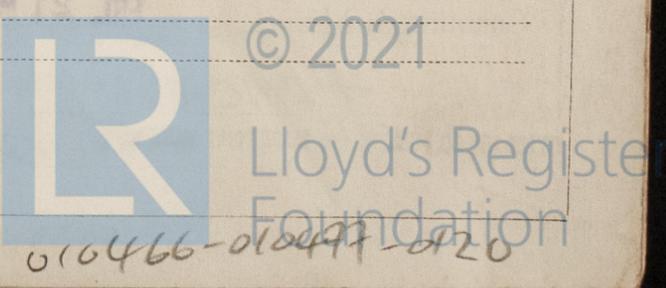
Propeller, dia. 6'-0" Pitch 5'-2" No. of Blades four Material Bronze whether Moveable fixed Total Developed Surface - sq. ft.
Propeller worked from the Main Engines, No. One Diameter 2 1/2" Stroke 8 1/2" Can one be overhauled while the other is at work -
Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/2" Stroke 8 1/2" Can one be overhauled while the other is at work -
Feed Pumps (No. and size One X 2 1/2", One X 6" X 4" X 6" Pumps connected to the Main Bilge Line (No. and size One X 2 1/2", two X 7 1/2" X 5" X 10"
How driven Links from Main Eng. & Steam (How driven Links from M.E., Steam.
Ballast Pumps, No. and size One X 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 - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Four X 2 1/2"
Pump Room - 1 at 3 per plan In Holds, &c. Two X 2" each hold, One X 2" cofferdam

Main Water Circulating Pump Direct Bilge Suctions, No. and size One X 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1.0
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 2 valves & 2 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 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 brass covering plate -
Do all Pipes pass through the bunkers - How are they protected -
Do all pipes pass through the deep tanks - 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 - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c. — (Letter for record S) Total Heating Surface of Boilers 1331 Sq. ft.
Which Boilers are fitted with Forced Draft Main boiler Which Boilers are fitted with Superheaters -
No. and Description of Boilers One single, ended multibular Working Pressure 200 lbs. per sq. in.
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
A DONKEY BOILER FITTED? No If so, is a report now forwarded? -
Can the donkey boiler be used for domestic purposes only -
ANS. Are approved plans forwarded herewith for Shafting 2/4/45 Main Boilers - Auxiliary Boilers - Donkey Boilers -
(If not state date of approval) 28/5/45
Superheaters - General Pumping Arrangements New York 9-5-45 Oil fuel Burning Piping Arrangements New York 8-8-45

SPARE GEAR.
Is the spare gear required by the Rules been supplied Yes
Is the principal additional spare gear supplied -

The foregoing is a correct description
Canadian Vickers Limited
Belgar
Manufacturer.



October 7th, 1945 to February 6th, 1946.

Dates of Survey while building

During progress of work in shops

During erection on board vessel

Total No. of visits Daily attendance

Dates of Examination of principal parts - Cylinders 25/10/45 - 1/12/45 Slides 25/10/45 - 1/12/45 Covers 25/10/45 - 1/12/45
Pistons 8/1/46 Piston Rods 8/1/46 Connecting rods 8/1/46
Crank shaft 7/12/45 Thrust shaft 5/11/45 Intermediate shafts -
Tube shaft - Screw shaft 30-5-45 Propeller No. 3-1484 -456-45 WFM
Stern tube 4377-TM 30-10-45 Engine and boiler seatings 19-2-46 Engines holding down bolts 23-6-46
Completion of fitting sea connections 31-6-46
Completion of pumping arrangements 19-8-46 Boilers fixed 21-2-46 Engines tried under steam 22-8-46

Main boiler safety valves adjusted 20-8-46 Thickness of adjusting washers .570" & .521" Lloyd's MULTI
Crank shaft material O.H. Steel Identification Mark L.A.D. 7/12/45 Identification Mark L.A.D. 5

Intermediate shafts, material - Identification Marks - Tube shaft, material OH Steel - Identification Mark 9871
Screw shaft, material OH Steel Identification Mark 9911 Steam Pipes, material S.D.H.R. Test pressure 600Lbs. Date of Test 26-6-46

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

Is this machinery duplicate of a previous case YES If so, state name of vessel "OTTAWA MAYCREST"

General Remarks (State quality of workmanship, opinions as to class, &c.) This ENGINE has been constructed under Specific

Survey 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, copies of which are in the London Office.

The materials have been tested by the Surveyors to this Society and the workmanship is good.

Forging Reports enclosed herewith.

This ENGINE, together with Thrust Shaft, Thrust Block and Condenser have been forwarded to GEO. T & SONS LIMITED, LAUZON, LEVIS, QUE. for installation in a Vessel intended to be classed with this

Society and it is recommended that the record of L.M.C. (with date) be made in the Register Book when the machinery has been satisfactorily installed and tested under working conditions.

The MACHINERY of this Vessel has now been properly fitted on board, and on completion tried under full working conditions and found satisfactory.

The Safety valves have been adjusted under steam, tested for accumulation and thickness of washers noted.

In my opinion this Vessel is eligible for record of L.M.C. 8,46 and notation T.S.(O.G.)8,46.

Blank space for Committee's Minute.

The amount of Entry Fee ... \$ 10 : 00 : When applied for,
Special ... \$ 200 : 00 : (Sept 18, 1946)
Donkey Boiler Fee ... \$: : When received,
Travelling Expenses (if any) \$ 22 : 00 : 19

S. Falkitt, J.S. Morrison, J.A. Ballet
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 21 MAR 1947

The Assigned + L.M.C 8,46.
FITTED FOR OIL FUEL 8,46 FLASH POINT ABOVE 150°F. F.D. O.G

