

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **27 MAY 1945**

Writing Report **Sept. 25th, 45** When handed in at Local Office **Sept. 20th, 45** Port of **Montreal, Que.**

Survey held at **Montreal, Que.** Date, First Survey **June 11th, 1945** Last Survey **Sept. 17th, 1945.**

Book on the **Steel Single Screw Steamer "OTTAWA PAGET"** (Number of Visits.....) Tons {Gross **898.27**
Net **419.63**

at **Prince Rupert, B.C.** By whom built **Prince Rupert Drydock & Shipyard** Yard No. **58** When built **1946**

Engines made at **LACHINE, Que.** By whom made **CANADIAN ALLIS-CHALMERS** Engine No. **574** When made **1945**

Boilers made at By whom made **LIMITED** Boiler No. When made

Indicated Horse Power..... Owners..... Port belonging to.....

Net Horse Power as per Rule..... Is Refrigerating Machinery fitted for cargo purposes..... Is Electric Light fitted.....

Use for which Vessel is intended.....

GINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **--**

of Cylinders **13½" x 22¼" x 38"** Length of Stroke **27"** No. of Cylinders **3** No. of Cranks **3**

Intermediate Shafts, diameter as per Rule **7.51"** as fitted **7.875"** Crank pin dia. **7.875"** Crank webs Mid. length breadth **13"** Thickness parallel to axis **4.8125"**

Thrust shaft, diameter at collars as per Rule **7.51"** as fitted **7.875"** Mid. length thickness **4.8125"** Thickness around eye-hole **3.937"** pin journal

Propeller Shafts, diameter as per Rule..... as fitted..... Screw Shaft, diameter as per Rule..... as fitted.....

Is the {mbe} shaft fitted with a continuous liner {screw}

Propeller 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

bellier boss..... If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner.....

When 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..... Pitch..... No. of Blades..... Material..... whether Moveable..... Total Developed Surface..... sq. ft.

67 ed Pumps worked from the Main Engines, No. **None** Diameter..... Stroke..... Can one be overhauled while the other is at work.....

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eed {No. and size..... Pumps connected to the {No. and size..... Main Bilge Line {How driven.....

plan mps {How driven..... Lubricating Oil Pumps, including Spare Pump, No. and size.....

the e two independent means arranged for circulating water through the Oil Cooler..... Suctions, connected to both Main Bilge Pumps and Auxiliary

ted ge Pumps;—In Engine and Boiler Room..... In Holds, &c..... Pump Room.....

ain Water Circulating Pump Direct Bilge Suctions, No. and size..... Independent Power Pump Direct Suctions to the Engine Room Bilges,

nsur y, and size..... Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.....

re 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.....

re all Sea Connections fitted direct on the skin of the ship..... Are they fitted with Valves or Cocks.....

re they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates..... Are the Overboard Discharges above or below the deep water line.....

re they each fitted with a Discharge Valve always accessible on the plating of the vessel..... Are the Blow Off Cocks fitted with a spigot and brass covering plate.....

What Pipes pass through the bunkers..... How are they protected.....

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

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.....

re 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..... Is the Shaft Tunnel watertight..... Is it fitted with a watertight door..... worked from.....

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

Which Boilers are fitted with Forced Draft..... Which Boilers are fitted with Superheaters.....

No. and Description of Boilers..... Working Pressure.....

IS A REPORT ON MAIN BOILERS NOW FORWARDED?..... If so, is a report now forwarded?.....

IS A DONKEY BOILER FITTED?..... Can the donkey boiler be used for domestic purposes only.....

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

Superheaters..... General Pumping Arrangements..... Oil fuel Burning Piping Arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied.....

The foregoing is a correct description
Canadian Allis-Chalmers Limited,

Per: **Works' Manager. L.P.B. Brady** Manufacturer.



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Lloyd's Register
Foundation

011896-011904-0063

Continuous from June 11th, 1945 to September 17th, 1945.

Dates of Survey while building

During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits

Constant attendance

Dates of Examination of principal parts - Cylinders 12.7.45 Slides 9.8.45 Covers 16.8.45
Pistons 16.8.45 Piston Rods 18.8.45 Connecting rods 16.8.45
Crank shaft 10.7.45 Thrust shaft 5.9.45 Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers Lloyd's 42

Crank shaft material O.H. Steel Identification Mark M.D. 30.7.45 Thrust shaft material O.H. Steel Identification Mark M.D. 5.9.45
Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material Identification Mark

Screw shaft, material O.H. Steel Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 If so, state name of vessel

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

This ENGINE together with Thrust Shaft, Thrust Block and Condenser have been constructed under Special Survey in accordance with the Rules and Approved Plans, and the workmanship is, in my opinion, good.
The Forgings and Castings have been tested and finally examined by the undersigned and found satisfactory.
This ENGINE has been shipped to VANCOUVER, B.C. for installation and official trials.
It is recommended for the favourable consideration of the Committee that the record of LMC (with date) be made in the Register Book in the case of the Vessel, subject to satisfactory installation and sea trials.

The amount of Entry Fee ... \$ 15.00
Special ... \$ 2.00
Donkey Boiler Fee ... \$
Travelling Expenses (if any) \$ 23.00
When applied for, Jan. 21. 1946
When received, 22.2.46

M. Dickson
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 7 JUN 1946

Committee's Minute

Assigned see account on Var. Rpt. 6822



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