

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 MAY 1946

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 **LACHINE, Que.** By whom made **LACHINE LTD** Boiler No. **574** When made **1945**
Indicated Horse Power..... Owners..... Port belonging to.....
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 **13 1/2" x 22 1/4" x 38"** Length of Stroke **27"** No. of Cylinders **3** No. of Cranks **3**
Main shaft, dia. of journals **7.51"** as per Rule **7.51"** Crank pin dia. **7.875"** Crank webs **13"** Mid. length breadth **13"** Thickness parallel to axis **4.8125"**
Intermediate Shafts, diameter **7.875"** as per Rule **7.875"** Thrust shaft, diameter at collars **7.875"** as per Rule **7.875"**
Main Shafts, diameter **7.875"** as per Rule **7.875"** Is the { mbe } shaft fitted with a continuous liner {
Screw Shaft, diameter **7.875"** as per Rule **7.875"**
Copper Liners, thickness in way of bushes **7.875"** as per Rule **7.875"** Thickness between bushes **7.875"** as per Rule **7.875"**
Is the after end of the liner made watertight in the
bell boss..... 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.....
If so, state type..... Length of Bearing in Stern Bush next to and supporting propeller.....
Propeller, dia..... Pitch..... No. of Blades..... Material..... whether Moveable..... Total Developed Surface..... sq. ft.
Main Engines, No. **None** Diameter..... Stroke..... Can one be overhauled while the other is at work.....
Auxiliary Engines, No. **None** Diameter..... Stroke..... Can one be overhauled while the other is at work.....
Pumps connected to the { No. and size
Main Bilge Line { How driven
Lubricating Oil Pumps, including Spare Pump, No. and size
Suctions, connected to both Main Bilge Pumps and Auxiliary
Are two independent means arranged for circulating water through the Oil Cooler
In Engine and Boiler Room
In Holds, &c.
Main Water Circulating Pump Direct Bilge Suctions, No. and size
Independent Power Pump Direct Suctions to the Engine Room Bilges,
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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
Are they fitted with Valves or Cocks
Are the Overboard Discharges above or below the deep water line
Are the Blow Off Cocks fitted with a spigot and brass covering plate
How are they protected
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
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
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.....
(If not state date of approval)
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
buildingDuring 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 2151

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 ... \$ 15⁰⁰ : When applied for,
Special ... \$ 200⁰⁰ : (Jan. 21.19.46)
Donkey Boiler Fee ... \$: 22.2.46 VCR.
Travelling Expenses (if any) \$ 23⁰⁰ : When received, RR

FRI. 7 JUN 1946

Committee's Minute

Assigned see minute on Var. Rpt. 6822

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

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