

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report Dec. 28th, 1946 When handed in at Local Office 19 Port of TORONTO, CANADA Received at London Office 27 JAN 1947

No. in Survey held at Port Arthur, Ont. Date, First Survey October 8th/46 Last Survey October 28th, 1946

Reg. Book. 80041 on the S.S. "TAI HANG 4" ex "OTTAWA MAYCOVE" (Number of Visits 4)

Gross 337.94
Net 124.47

Tons

Built at Port Arthur, Ont. By whom built Port Arthur S.B. Co. Ltd. Yard No. 98 When built 1946

Engines made at Montreal, Que. By whom made Canadian Vickers Ltd. Engine No. 35100-5 When made 1945

Boilers made at Port Arthur, Ont. By whom made Port Arthur S.B. Co. Ltd. Boiler No. 1945 When made 1945

Registered Horse Power 73 Owners Chinese Government Supply Agency Port belonging to Shanghai

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

Dia of Cylinders 9" x 16" x 26" Length of Stroke 18" No. of Cylinders 3 Revs. per minute 230

Crank shaft, dia. of journals 5.02" as per Rule 5.02" Crank pin dia. 5 1/2" Mid. length breadth - No. of Cranks 3

Intermediate Shafts, diameter 4.784" as per Rule 4.784" Crank webs shrunk Mid. length thickness - Thickness parallel to axis 4"

Tube Shafts, diameter - as per Rule - Thrust shaft, diameter at collars 5.02" as per Rule 5.02" Thickness around eye-hole 2-7/16"

Screw Shaft, diameter 5.384" as per Rule 5.384" Is the tube shaft fitted with a continuous liner No Liner

Bronze Liners, thickness in way of bushes - as per Rule - Thickness between bushes - as fitted - 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 shaft Yes If so, state type Newark Oil gland

Propeller, dia. 6'-0" Pitch 5'-1/2" No. of Blades four Material Bronze whether Moveable fixed Length of Bearing in Stern Bush next to and supporting propeller 25"

Feed 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 -

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 (No. and size One x 2 1/2", One x 6" x 4" x 6") Pumps connected to the (No. and size One x 2 1/2", two x 7 1/2" x 5" x 10")

Pumps (How driven Links from Main Eng. & Steam Main Bilge Line) 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"

In Pump Room - 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 -

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 -

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

What 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 multitubular Working Pressure 200 lbs. per sq. in.

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 -

PLANS. 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

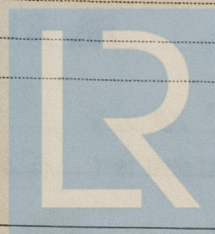
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied -

The foregoing is a correct description

Manufacturer.



© 2021

Lloyd's Register
Foundation

August 13th, 1945 to November 19th, 1945 by L.R. Surveyors, Montreal.
Continuous by British Corporation Surveyors.
Total No. of visits

Dates of Examination of principal parts — Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 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
Crank shaft material O.H. Steel Identification Mark Lloyd's 4205 TSM.3/10/45 Thrust shaft material O.H. Steel Identification Mark Lloyd's 993 LAD.15/10/4
Intermediate shafts, material None Identification Marks Lloyd's Tube shaft, material Steel Identification Mark
Screw shaft, material O.H. Steel Identification Mark 9956 Steam Pipes, material S.D.H.R. Test pressure 600 lbs. Date of Test Brit. Co. J.H.N.2.7.45
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 S.S. "OTTAWA MAYHILL" (Montreal R 678)
General Remarks (State quality of workmanship, opinions as to class, &c. This Engine was constructed under the Special Survey of the Society's Surveyors. See Montreal Surveyors' Report.

The Engine together with thrust shaft, thrust block and condenser, were forwarded to Port Arthur Shipbuilding Co. Ltd., Port Arthur, Ontario, and installed in the Vessel under the survey of the British Corporation

The machinery was now examined by the undersigned surveyor and tried out under working conditions, and found satisfactory.

In my opinion this Vessel is eligible for a record of LMC 10,46.

Noted Sat 14/3/47

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 185.00 : Dec. 28 19 46
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ See Rpt. 1 : 19

John Stephen
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 MAR 1947

Assigned LMC 10.46.

FITTED FOR OIL FUEL — FLASH POINT ABOVE 150°F. F.D. O.G.



© 2021

Lloyd's Register
Foundation