

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 JUN 1946

D.O.

Date of writing Report 11th April, 1946 When handed in at Local Office 11th April, 1946 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 14 Jan., 1946 Last Survey 10th April, 1946

Reg. Book on the Steel Single Screw Steamer "PANAY" (Launched as "OTTAWA PATIENCE") Tons Gross 909.27 Net 433.75

Built at Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 249 When built 1946

Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Engine No. 584 When made 1946

Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 902-901 When made 1946

Registered Horse Power Owners The De La Rama Steamship Co. Inc., Port belonging to Iloilo Manila.

Nom. Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 146

Dia. of Cylinders 13 1/2" x 22 3/4" x 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.5075" Crank pin dia. 7.875" Mid. length breadth 13" Thickness parallel to axis 4-13/16" as fitted 7.875" Crank webs Mid. length thickness 4-13/16" Thickness around eye-hole 3.937" Pin

Intermediate Shafts, diameter as per Rule 7.15" Thrust shaft, diameter at collars as per Rule 7.5075" 4.187" Journal as fitted 7.25" as fitted 7.875"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.722" 8.23 Is the screw shaft fitted with a continuous liner No as fitted 8.375"

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes Is the after end of the liner made watertight in the propeller boss as fitted No liners fitted as fitted

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" Length of Bearing in Stern Bush next to and supporting propeller 3'-2"

Propeller, dia. 9'-0" Pitch 8'-10" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 32.6 sq. ft.

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

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

Feed Pumps (No. and size Two 6" x 8 1/2" x 13" Pumps connected to the Main Bilge Line (No. and size Two Ballast Pumps 7" x 8" x 10"

Pumps (How driven Steam Weirs Simplex Main Bilge Line How driven Steam - Simplex

Ballast Pumps, No. and size Two 7" x 8" 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 One 2-1/2" aft In Holds, &c. One 2-1/2" P.&S. No.1 Hold; One 3" P.&S. No.2 Hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 3" Are all the Bilge Suction Pipes in holds and tank 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 No - Some to cast Brass stools Are they fitted with Valves or Cocks Yes

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 Yes

What Pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks No 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 No tunnel Is it fitted with a watertight door worked from

MAIN BOILERS, &c.— (Letter for record s.) Total Heating Surface of Boilers 2790 sq. ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters None fitted

No. and Description of Boilers 2 Single Ended multitubular Working Pressure 200 lbs. 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 24-11-44 Main Boilers 7-8-45 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 24-1-45 Oil fuel Burning Piping Arrangements 8-10-45

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

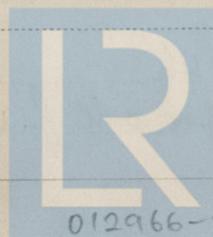
As per List forwarded with Vancouver Report No. 6789 -

S.S. "OTTAWA PANDA"

The foregoing is a correct description

Burrard Dry Dock Company, Limited

Manufacturer.



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Lloyd's Register

Foundation

012966-012967

REG

See Montreal Report No. 6799.  
 During progress of work in shops - - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 Constant attendance from 14th January, 1946 to 10th April, 1946 for  
 Classification and Owners' Representation.  
 Total No. of visits - - -

Date of writing Report  
 No. in Register Book

Built at  
 Engines made  
 Boilers made  
 Registered Horse Power  
 Nom. Horse Power  
 Trade for which

ENGINES,  
 Dia. of Cylinders

Crank shaft, a  
 Intermediate S

Tube Shafts, a

Bronze Liners

propeller boss  
 If the liner does  
 If two liners are  
 shaft

Propeller, dia  
 Feed Pumps u  
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Feed (No. a  
 Pumps (How  
 Ballast Pumps

Are two indepen  
 Bilge Pumps,  
 In Pump Room.

Main Water C  
 No. and size  
 Are the Bilge Su

Are all Sea Co  
 Are they fixed s  
 Are they each fit

What Pipes pass  
 What pipes pass  
 Are all Pipes, C  
 Is the arrangeme  
 compartment to

MAIN BO  
 Which Boilers

No. and Desc  
 IS A REPO  
 IS A DON

Can the donkey  
 PLANS.

Superheaters

Has the spare g  
 State the princi

Dates of Examination of principal parts	Cylinders	Slides	Covers
Pistons			
Crank shaft	6799 Rods	Connecting rods	
Tube shaft	Thrust shaft 11 - 3 - 46	Intermediate shafts 11 - 3 - 46	
Stern tube	Screw shaft 17 - 1 - 46	Propeller 17 - 1 - 46	
Completion of fitting sea connections	Engine and boiler seatings 14 - 1 - 46	Engines holding down bolts 11 - 3 - 46	
Completion of pumping arrangements	2 - 4 - 46	Boilers fixed 6 - 2 - 46	Engines tried under steam 29 - 3 - 46
Main boiler safety valves adjusted	29 - 3 - 46	Thickness of adjusting washers	Port Blr. (P.13/32" Star Blr. (P.1/2" Lloyd's No. 4245 22-3
Crank shaft material	O.H. Steel Identification Mark M.D. Lloyd's No. 2161 11-1-46	Thrust shaft material	O.H. Steel Identification Mark E.E.R.
Intermediate shafts, material	O.H. Steel Identification Marks T.M. Lloyd's No. 9811 17-4-45	Tube shaft, material	- Identification Mark -
Screw shaft, material	O.H. Steel Identification Mark T.M. Lloyd's No. 9996 20-6-45	Steam Pipes, material	S.D. Steel Test pressure 600 lbs. Date of Test 20-3-46
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			S.S. "OTTAWA PANDA" Vancouver Report No. 6789
Is this machinery duplicate of a previous case	Yes	If so, state name of vessel	

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under Special Survey of the Montreal Surveyors and installed on board under Special Survey in accordance with approved plans, New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the tests required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested under full working conditions on Sea Trials and afterwards part opened out, examined and found satisfactory. The machinery has also been surveyed during construction and installation on behalf of Wartime Shipbuilding Ltd., to ensure that the terms of the Specifications have been fully complied with and this work has been satisfactorily carried out.

The machinery of this vessel is eligible, in our opinion, to be classed in the Register Book with the Notation of \*L.M.C. 4,46 Screw shaft O.G. 2 - S.B. F.D. Fitted for oil fuel 4,46. Flash point above 150°F.

Note:- For the voyage to the Philippines, the following arrangements have been made:-  
 Fore Peak Tank to be used for carrying fresh water and No. 1 D.B. Tank to be used (temporarily) for carrying oil fuel - Pumping arrangements altered as per Plans attached to this Report.

Appeal for Rules in London

Montreal fees charged in Montreal Report No. 6799

The amount of Entry Fee	\$	:	When applied for,
Special	\$100.00	:	17 Apr. 1946
Donkey Boiler Fee	\$	:	When received,
Travelling Expenses (if any)	\$ 15.00	:	19

D. J. Archibald  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 JUL 1946  
 Committee's Minute

Assigned + L.M.C. 4.46  
 Fitted for oil fuel 4.46. F.P. above 150°F.  
 F.D. O.G.



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

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