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No. 6799

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 JUN 1946

Date of writing Report **Feb. 8th, 1946** When handed in at Local Office **Feb. 8th, 1946** Port of **MONTREAL, Que.**  
No. in Survey held at **Montreal, Que.** Date, First Survey **Aug. 10th, 1945** Last Survey **Feb. 7th, 1946**  
Reg. Book **Daily attendance**  
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, Que.** By whom made **CANADIAN ALLIS-CHALMERS LIMITED** Engine No. **584** When made **1945-46**  
Boilers made at **LACHINE, Que.** By whom made **CANADIAN ALLIS-CHALMERS LIMITED** Boiler No. **584** When made **1945-46**  
Registered Horse Power **16** Owners **Port belonging to**  
Nom. Horse Power as per Rule **16** Is Refrigerating Machinery fitted for cargo purposes **Is Electric Light fitted**  
Trade for which Vessel is intended **16**

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **--**  
Dia. of Cylinders **13 1/2" x 22 1/2" x 38"** Length of Stroke **27"** No. of Cylinders **3** No. of Cranks **3**  
Crank shaft, dia. of journals **as per Rule 7.51"** Crank pin dia. **7.875"** Crank webs **Mid. length breadth 13"** Thickness parallel to axis **4.8125"**  
**as fitted 7.875"** Mid. length thickness **4.8125"** Thickness around eye-hole **3.9375"**  
Intermediate Shafts, diameter **as per Rule** Thrust shaft, diameter at collars **as per Rule 7.51"** **as fitted 7.875"**  
Tube Shafts, diameter **as per Rule** Screw Shaft, diameter **as per Rule** Is the **{ tube }** shaft fitted with a continuous liner **{ screw }**  
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 **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 **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.  
Feed Pumps worked from the Main Engines, No. **None** Diameter **Stroke** Can one be overhauled while the other is at work **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 **Can one be overhauled while the other is at work**  
Feed **{ No. and size }** Pumps connected to the **{ No. and size }**  
Pumps **{ How driven }** Main Bilge Line **{ How driven }**  
Ballast Pumps, No. and size **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 **In Holds, &c.**  
In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size **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**  
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 all Sea Connections fitted direct on the skin of the ship **Are they fitted with Valves or Cocks**  
Are 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**  
Are 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**  
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?  
IS A DONKEY BOILER FITTED? **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** **--** Main Boilers **Auxiliary Boilers** **Donkey Boilers**  
**(If not state date of approval)**  
Superheaters **General Pumping Arrangements** **Oil fuel Burning Piping Arrangements**

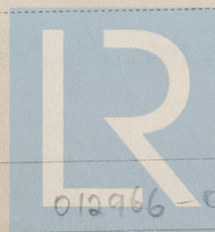
## SPARE GEAR.

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: **L.P.B. Brady**

Manufacturer.



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Lloyd's Register  
Foundation



Dates of Survey while building

During progress of work in shops - - - - - Continuous from August 10th, 1945 to February 7th, 1946.

During erection on board vessel - - - - -

Total No. of visits Constant attendance

Dates of Examination of principal parts—Cylinders 11.1.46 Slides 21.12.45 Covers 12.11.45

Pistons 12.11.45 Piston Rods 21.1.46 Connecting rods 12.11.45

Crank shaft 11.1.46 Thrust shaft 2.2.46 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 2161 M.D. 11.1.46 Thrust shaft material O.H. Steel Identification Mark Lloyd's 424 M.D. 2.2.46

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material 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 L.M.C.

(with date) be made in the Register Book in the case of the Vessel, subject to satisfactory

installation and sea trials.

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

Certificate to be sent to

The amount of Entry Fee ... \$ 15<sup>00</sup>  
Special ... \$ 200<sup>00</sup>  
Donkey Boiler Fee ... \$ 60<sup>00</sup>  
Travelling Expenses (if any) \$ 23<sup>00</sup>

When applied for, 17/4/46  
When received, 19/4/46

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

Committee's Minute FRI. 12 JUL 1946

Assigned For Memoir see Ver. Arch. Rpt. 6871.



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