

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29th March, 1946 When handed in at Local Office 29th March, 1946 Port of Vancouver, B. C.

No. in Survey held at North Vancouver, B. C. Date, First Survey 22nd Dec., 1945 Last Survey 19th March, 1946
Reg. Book (Number of Visits) Constant attendance

on the Steel Single Screw Steamer "OTTAWA PARADE"
Vancouver and
Built at North Vancouver, By whom built Burrard Dry Dock Co. Ltd. Yard No. 247 When built 1946
Engines made at Lachine, P. Q. By whom made Canadian Allis-Chalmers Engine No. 582 When made 1946
Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 896-895 When made 1945
Registered Horse Power Owners Canadian Government Port belonging to
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 13½" x 22¼" 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" Crank webs Mid. length breadth 13" Thickness parallel to axis 4-13/16"
as fitted 7.875" 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" Is the screw shaft fitted with a continuous liner No
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.722" 8.375"
Bronze Liners, thickness in way of bushes Thickness between bushes 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 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 (No. and size Two 6"x8½"x13" Pumps connected to the (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 Pump Room 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 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 No Some to cast 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

President

Manufacturer.



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Lloyd's Register
Foundation

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During progress of work in shops - - - See Montreal Report No. 6778

Dates of Survey while building { During erection on board vessel - - - Constant attendance from 22nd December, 1945 to 19th March, 1946 for Classification and Owners' Representation.

Total No. of visits - - -

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft 6 - 2 - 46 Intermediate shafts 6 - 2 - 46

Tube shaft Screw shaft 27 - 12 - 45 Propeller 27 - 12 - 45

Stern tube 22 - 12 - 45 Engine and boiler seatings 17 - 12 - 45 Engines holding down bolts 6 - 2 - 46

Completion of fitting sea connections 7 - 1 - 46

Completion of pumping arrangements 5 - 3 - 46 Boilers fixed 14 - 1 - 46 Engines tried under steam 4 - 3 - 46

Main boiler safety valves adjusted 4 - 3 - 46 Thickness of adjusting washers P.Blr. (S.17/32" Lloyd's No. 2159 7-12-45 S.Blr. (S.25/32" Lloyd's No. 4272 26-3-46

Crank shaft material O.H. Steel Identification Mark M.D. Thrust shaft material O.H. Steel Identification Mark E.E.R.

Intermediate shafts, material O.H. Steel Identification Marks T.M. Tube shaft, material - Identification Mark -

Screw shaft, material O.H. Steel Identification Mark T.M. Steam Pipes, material S.D. Steel Test pressure 600 lbs. Date of Test 23-2-46

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 -

Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "OTTAWA PANDA" (Vcr. Report No. 6789)

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. 3,46 Screw shaft O.G. 2 - S.B. F.D.

Fitted for oil fuel 3,46. Flash point above 150°F.

Montreal fees charged in Montreal Report No. 6778

The amount of Entry Fee ... \$: : When applied for, Special Vcr. \$100.00 : 4 April 1946

Donkey Boiler Fee ... \$: : When received, Vcr. Travelling Expenses (if any) \$ 15.00 : 19

Owners' Representation charged on Hull Report.

Committee's Minute FRI. 14 JUN 1946

Assigned + LMC 3.46.

FITTED FOR OIL FUEL 3,46 FLASH POINT ABOVE 150°F. F.D. O.G.

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REPORT
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If the liner does not fit ti
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shaft If so
Propeller, dia
Feed Pumps worked f
Bilge Pumps worked f
Feed (No. and size
Pumps (How driven
Ballast Pumps, No. a
Are two independent me
Bilge Pumps;—In Engin
In Pump Room
Main Water Circulati
No. and size
Are the Bilge Suctions in
Are all Sea Connection
Are they fixed sufficiently
Are they each fitted with
What Pipes pass through
What pipes pass through
Are all Pipes, Cocks, Val
Is the arrangement of Val
compartment to another
MAIN BOILERS
Which Boilers are fitte
No. and Description o
IS A REPORT C
IS A DONKEY
Can the donkey boiler be
PLANS. Are app
Superheaters
Has the spare gear requir
State the principal additio