

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 - JUN 1946

Date of writing Report Jan. 11th, 1946 When handed in at Local Office Jan. 10th, 1946 Port of Montreal, Que.

No. in Survey held at Montreal, Que. Date, First Survey July 18th, 1945 Last Survey January 10th, 1946
Reg. Book Daily attendance (Number of Visits)Tons { Gross 909.11
Net 424.14

on the Steel Single Screw Steamer "OTTAWA PARADE"

Built at North Vancouver, B.C. By whom built Burrard Dry Dock Co. Ltd.

Yard No. 247 When built 1946

Engines made at LACHINE, Que. By whom made CANADIAN ALLIS-CHALMERS Engine No. 582 When made 1945-46
LIMITED

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion

Revs. per minute --

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 7.51" as fitted 7.875" Crank pin dia. 7.875" Crank webs Mid. length breadth 13" Thickness parallel to axis 4.8125" shrunk
Mid. length thickness 4.8125" Thickness around eye-hole 3.937"

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 7.51" as fitted 7.875"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { mbe } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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 -

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 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 Pump Room In Holds, &c.

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. Brady Manufacturer.



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Lloyd's Register
Foundation

002013-002023-0009

Continuous from July 18th, 1945 to January 10th, 1946.

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 23.11.45 Slides 14.12.45 Covers 14.12.45

Pistons 20.12.45 Piston Rods 14.12.45 Connecting rods 14.12.45

Crank shaft 7.12.45 Thrust shaft 4.1.46 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

Lloyd's No. 2159

Crank shaft material O.H. Steel Identification Mark M.D. 7.12.45 Thrust shaft material O.H. Steel Identification Mark M.D. 4.1.

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 Spec
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 ... \$ 15:00 : When applied for,
Special ... \$ 200:00 : (Law) 21.10.46
Donkey Boiler Fee ... \$:00 : When received,
Travelling Expenses (if any) \$ 23:00 : 4.4.46 ver
19 lb

Committee's Minute FRI. 14 JUN 1946

Assigned

See F.E. machy. rpt.

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

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