

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office *1 - JUN 1946*

Date of writing Report *Dec. 27th, 1945* When landed in at Local Office *Dec. 15th, 1945* Port of *Montreal, Que.*

No. in Survey held at *Montreal, Que.* Date, First Survey *July 12th, 1945* Last Survey *Dec. 11th, 1945*
Reg. Book *Daily attendance*
(Number of Visits.....)

on the *Steel Single Screw Steamer "OTTAWA PALMER"*

Tons { Gross *911.29*
Net *425.55*

Built at *Vancouver and North Vancouver, B.C.* By whom built *Burrard Dry Dock Co. Ltd.* Yard No. *245* When built *1946*

Engines made at *LACHINE, Que.* By whom made *CANADIAN ALLIS-CHALMERS LIMITED* Engine No. *580* When made *1945*

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 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"*

Intermediate Shafts, diameter *as per Rule 7.875"* Thrust shaft, diameter at collars *as per Rule 7.51"* Thickness around eye-hole *3.937"*

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 *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 *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

002071-002078-0184

Dates
of Survey
while
building

During progress of
work in shops - -
During erection on
board vessel - -

Continuous from July 12th, 1945 to December 11th, 1945.

Total No. of visits. Constant attendance

Dates of Examination of principal parts — Cylinders 25/10/45 Slides 10/10/45 Covers 9/10/45
Pistons 15/10/45 Piston Rods 20/10/45 Connecting rods 20/10/45
Crank shaft 7/11/45 Thrust shaft 6/12/45 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 2157
M.D. 7.11.45

Thrust shaft material O.H. Steel

Identification Mark

Lloyd's 42
M.D. 6.12.45

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 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 ... \$ 15⁰⁰

Special ... \$ 200⁰⁰

Donkey Boiler Fee ... \$:00

Travelling Expenses (if any) \$ 23⁰⁰

When applied for,

Jan 21 1946

28.2.46

When received,

19

M. Dickson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 14 JUN 1946

Assigned

See F.E. machy. sp h



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