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GENERATING

No. 119988

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 31 AUG 1950

Date of writing Report 14 Mar 1950 When handed in at Local Office 15 Mar 1950 Port of LONDON

No. in Survey held at PETERBOROUGH Date, First Survey 17th Jan. Last Survey 1st March 1950
Reg. Book (Number of Visits) Two

95005 on the "OTTAWA" Tons Gross 11575 Net 7569

Built at Clydebank By whom built Messrs. John Brown & Co. Ltd. Yard No. 654 When built 1950

Engines made at PETERBOROUGH By whom made PETER BROTHERHOOD Engine No. 12466E When made 1950
12466F

Boilers made at Clydebank By whom made John Brown & Co. Ltd. Boiler No. 654 When made 1950

Registered Horse Power 90KW (each) Owners Unitas Inc. Port belonging to Panama City

Nom. Horse Power as per Rule 6 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended Oil Tanker

ENGINES, &c.—Description of Engines BROTHERHOOD Compound 10 1/4" x 14" x 8" Revs. per minute 500
Dia. of Cylinders 10 1/4" & 14" Length of Stroke 8" No. of Cylinders TWO No. of Cranks TWO
Crank shaft, dia. of journals as per Rule as approved Crank pin dia. 4" Crank webs Mid. length breadth 8 1/4" (black type) shrunk Thickness parallel to axis
as fitted 4" Mid. length thickness 2" - HP 2 1/4" - LP Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner screw

Tube Shafts, diameter as fitted 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 at

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. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work.
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work.

Feed Pumps { No. and size Pumps connected to the Main Bilge Line { No. and size
How driven How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size ONE 1 1/2" bore x 2" stroke 1/15 gals

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to 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 and/or Boiler 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 stowhold 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 150 lb app.
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 other than domestic purposes
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval) Crankshaft approved in letter of 11th Jan 1950

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. 1 off each HP & LP piston rings; 1 off each HP & LP piston valves; 2 off each top end & bottom end brasses; 4 off each top end & bottom end bolts; 3 short & 1 long main bearing brasses; 2 off piston rods; 1 off each HP & LP valve spindles; 1 off each HP & LP eccentric straps; 2 off each HP & LP eccentric strap bolts; 1 off oil pump driving pin; 2 off governor weight spring; 1 off governor regulating spring; 2 off each HP & LP Relief valve springs.

The foregoing is a correct description.
FOR PETER BROTHERHOOD LTD.
J. J. Bealamy
DIRECTOR

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Dates of Survey while building
 During progress of work in shops - - 17-1-50; 1-3-50
 During erection on board vessel - - -
 Total No. of visits 2 (in shops)

Dates of Examination of principal parts—Cylinders 17-1-50 Slides Covers 17-1-50
 Pistons 17-1-50 Piston Rods 1-3-50 Connecting rods 1-3-50
 Crank shaft 1-3-50 Thrust shaft 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 S-M Steel Identification Mark 12466 E 1146 TDS 15-6-49 Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks 12466 F 1146 TDS 15-6-49 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 YES If so, state name of vessel Lou. Rpt. 119799 J. Brown No 652

General Remarks (State quality of workmanship, opinions as to class, &c. These two generating engines have been built under survey in accordance with the approved plans and the requirements of the Rules. Steel used in their manufacture has been made at Works approved by the Committee and under the supervision of the Society's surveyors. The workmanship is good and the engines are, in my opinion, eligible to be installed in a classed vessel. Satisfactory running tests and governor trials were witnessed at the Makers Works of both engines coupled with their generators:
 Engine No 12466 E is coupled to Generator No 212549
 — " — No 12466 F " " " — " — No 211881
 Both generators were made by Messrs. Laurence Scott & Electromotors, Ltd. Norwich (makers Test Certs. attached hereto).

These generator sets have been efficiently installed on board the vessel & tried under full working conditions with satisfactory results.

F.D. Dillston
 Glasgow.

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

The amount of Entry Fee	£ 8	When applied for,
Special	£	15 Mar 1950
Donkey Boiler Fee	£	When received,
Travelling Expenses (if any)	£ 18.0	19

B.S. Bielawski
 Engineer Surveyor to Lloyd's Register of Shipping.

Date GLASGOW 30 AUG 1950

Committee's Minute SEE ACCOMPANYING MACHINERY REPORT

