

RECEIVED

Reg. 4.
MAR 1950

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 95005 on the "OTTAWA" (Number of Visits Two) 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
 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" (block type) shrunk Thickness parallel to axis 2"-HP
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner no
 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 no
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner no
 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 no
 If two liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube no
 at no If so, state type no Length of Bearing in Stern Bush next to and supporting propeller no
 Propeller, dia. no Pitch no No. of Blades no Material no whether Moveable no Total Developed Surface no sq. feet no
 Feed Pumps worked from the Main Engines, No. no Diameter no Stroke no Can one be overhauled while the other is at work no
 Bilge Pumps worked from the Main Engines, No. no Diameter no Stroke no Can one be overhauled while the other is at work no
 Feed Pumps { No. and size no Pumps connected to the { No. and size no
 How driven no Main Bilge Line { How driven no
 Ballast Pumps, No. and size no Lubricating Oil Pumps, including Spare Pump, No. and size ONE 1 1/2" BORE x 2 1/4" STROKE 1015 gph
 Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected both to Main Bilge Pumps and Auxiliary no
 Bilge Pumps:—In Engine and Boiler Room no In Pump Room no In Holds, &c. no

Main Water Circulating Pump Direct Bilge Suctions, No. and size no Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, no
 No. and size no Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes no
 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 no
 Are all Sea Connections fitted direct on the skin of the ship no Are they fitted with Valves or Cocks no
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates no Are the Overboard Discharges above or below the deep water line no
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel no Are the Blow Off Cocks fitted with a spigot and brass covering plate no
 What Pipes pass through the bunkers no How are they protected no
 What pipes pass through the deep tanks no Have they been tested as per Rule no
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times no
 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 no Is the Shaft Tunnel watertight no Is it fitted with a watertight door no worked from no

MAIN BOILERS, &c.—(Letter for record no) Total Heating Surface of Boilers 150 sq. app.
 Which Boilers are fitted with Forced Draft no Which Boilers are fitted with Superheaters no
 No. and Description of Boilers no Working Pressure no
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? no
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no
 Can the donkey boiler be used for other than domestic purposes no
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers no Donkey Boilers no
 (If not state date of approval) Crankshaft approved in letter of 11th Jan 1950
 Superheaters no General Pumping Arrangements no Oil fuel Burning Piping Arrangements no

SPARE GEAR.

Has the spare gear required by the Rules been supplied no
 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 braces; 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.

J. J. Beal
 DIRECTOR

003687-003697-0188

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Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

17-1-50; 1-3-50

2 (In shops)

Dates of Examination of principal parts—Cylinders

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 sealings

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

12466 E

1146 TDS 15-6-49

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

12466 F

1146 TDS 15-6-49

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 **YES** If so, state name of vessel **Low 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. Dailston.
Glasgow.

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.

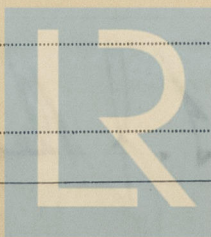
Engineer Surveyor to Lloyd's Register of Shipping.

Date

GLASGOW 30 AUG 1950

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

SEE ACCOMPANYING MACHINERY REPORT



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