

Final Rpt. No. 5819

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 APR 1943

of writing Report Jan. 25 1943 When handed in at Local Office LAUZON, P.Q. Port of QUEBEC P.Q.
 Date, First Survey 30th. March/42 Last Survey 17th. Dec./42
 Survey held at LAUZON, P.Q. (Number of Visits) 2
 on the Steel Single Screw H.M.S. "FLINT" Tons 452
 Built at Lauzon, P.A. By whom built Geo. T. Davie & Sons Ltd. Yard No. 17 When built 1942
 Engines made at Walkerville Ont. By whom made Canadian Bridge Co. Engine No. 102 When made 1942
 Boilers made at Port Arthur Ont. By whom made Port Arthur Ship Bldg. Co. Boiler No. 1471 When made 1942
 Registered Horse Power 850 I.H.P. Owners British Admiralty Port belonging to Government Services
 Nom. Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Name for which Vessel is intended Government Services

ENGINES, &c.—Description of Engines Triple expansion condensing engine Revs. per minute 150
 No. of Cylinders 3 No. of Cranks 3
 Length of Stroke 27" No. of Cranks 3
 Crank shaft, dia. of journals 7.5075" as per Rule 7.5075" Crank pin dia. 7.875" Crank webs 13" Mid. length breadth 13" Thickness parallel to axis 4 13/16"
 Intermediate Shafts, diameter 7.15" as per Rule 7.15" - (2) Crank webs 4 3/16" Mid. length thickness 4 3/16" Thickness around eye-hole 4 3/16"
 Thrust shaft, diameter at collars 7.875" as per Rule 7.875"
 Main Shafts, diameter 8.17" as per Rule 8.17" Is the screw shaft fitted with a continuous liner No, see attached plan.
 Screw Shaft, diameter 8.50" as per Rule 8.50"
 Bronze Liners, thickness in way of bushes - as per Rule - Thickness between bushes - as fitted - Is the after end of the liner made watertight in the peller 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 -
 Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable No Length of Bearing in Stern Bush next to and supporting propeller 3'-2" Total Developed Surface 30 sq. ft. Yes
 Main Engines, No. 2 Diameter 2 1/2" Stroke 15 Can one be overhauled while the other is at work Yes
 Auxiliary Engines, No. 2 Diameter 2 1/2" Stroke 15 Can one be overhauled while the other is at work Yes
 Feed Pumps, No. and size 1 -4x-6x12 Pumps connected to the Main Bilge Line 1-6x5 1/2-15 & 1-5" Downton Pump How driven Steam hand driven admiralty Patt.
 Lubricating Oil Pumps, including Spare Pump, No. and size -
 Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary -
 In Engine and Boiler Room 2 -2" in E.R. 2-2" in . in B.R. Compartments: 1-2" steering engine compt. 1-2" E.R. Store 2" magazine, 1-2" spirit room, 1-2" asdic compt., 1-2" Bunker, 1-2" after store, 2" in P's stoker & seamens' mess decks.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine Room Bilges, 1-3 1/2" and 1-6" Salvage suction to deck. 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 with compensation rings Are they fitted with Valves or Cocks Valves
 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 2-2" Bilge & Flooding lines, 1-2" How are they protected 2" wood sheathing
 What pipes pass through the deep tanks Feed line from reserve feed tank. 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 Yes Is it fitted with a watertight door No worked from -

MAIN BOILERS, &c.— (Letter for record 5 137) Total Heating Surface of Boilers 2650 sq. ft.
 Which Boilers are fitted with Forced Draft Main boiler Which Boilers are fitted with Superheaters None fitted
 No. and Description of Boilers 1 Multitubular single ended scotch boiler. Working Pressure 200 lbs. per sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? None fitted If so, is a report now forwarded? -
 Is the donkey boiler be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers - Donkey Boilers -
 Superheaters - General Pumping Arrangements No Oil fuel Burning Piping Arrangements -

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied -

2 eccentric straps complete - 2 eccentric rods complete with brasses
1 Plummer block white metal line & complete.

The foregoing is a correct description

Manufacturer.



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005961-005980-0267

Dates of Survey while building
 During progress of work in shops - - -
 March 1942 -1, April 7, May 7, June 6, July 10, Aug: 14, Sept: 6
 During erection on board vessel - - -
 Oct: 10 Nov: 8 Dec: 6
 Visits per month:
 Total No. of visits 75

Dates of Examination of principal parts — Cylinders B. C. Survey Slides B. C. Survey Covers B. C. Survey
 Pistons B. C. Survey Piston Rods B. S. Survey Connecting rods B. C. Survey
 Crank shaft 1/10/42 Thrust shaft 1/10/42 Intermediate shafts 1/10/42
 Tube shaft - Screw shaft 1/10/42 Propeller 23/10/42 L.R. 5241
 Stern tube 11/7/42 Engine and boiler seatings 25/8/42 Engines holding down bolts 26/11/42
 Completion of fitting sea connections 13/7/42 Boilers fixed 25/8/42 Engines tried under steam 26/11/42
 Completion of pumping arrangements 7/12/42 Thickness of adjusting washers P 17/32 S 21/32
 Main boiler safety valves adjusted 21/10/42 Crank shaft material Open hearth steel Identification Mark DR 2504 Thrust shaft material Open hearth steel Identification Mark B.O. 159
 Intermediate shafts, material Open hearth Steel Identification Marks LR 4636-4514 Tube shaft, material - Identification Mark -
 Screw shaft, material Open hearth steel Identification Mark LR 3103 Steam Pipes, material Solid drawn steel Test pressure 600 Date of Test 6/10/42
 Is an installation fitted for burning oil fuel No- 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 None fitted
 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 H.M.S. "DOCHET"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The main engine, with attached condenser, was built under special survey of the British Corporation Surveyors to the requirements of their Rules and in accordance with attached approved plans. The workmanship is good and materials were made at an approved works and tested as required by the above Societies Rules, to their Surveyors.

In my opinion, this main engine is eligible to be classed in the Society when satisfactory installed and tried under steam to the satisfaction of the Society's Surveyors.

The machinery of this Vessel has now been properly fitted on board and on completion tried under full working conditions and found satisfactory.

The safety valves have been tried under steam and tested for accumulation.

In my opinion this Vessel is eligible for record of L. M. C. * 12/42 and notation

O. G.

This Vessel is the second of four Sister Ships, H.M. S. "DOCHET" having been submitted on Montreal Report No. 5801

The amount of Entry Fee ... \$ 20.00
 Special Installation Engg. ... \$ 280.00
 Donkey Boiler Fee ... \$ 150.00
 Travelling Expenses (if any) \$:
 mcd. in Hull Rpt.
 When applied for, Mch 29 1943
 When received, 19

R. A. Hawley
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 7 MAY 1943

Assigned ... LMC * 1242
 FD OG



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