

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 19 Port of QUEBEC P.Q.
Survey held at LAUZON, P.Q. Date, First Survey 30th. March/42 Last Survey 17th. Dec./42
eg. Book. on the Steel Single Screw H.M.S. "FLINT" (Number of Visits) 2 452
Gross Tons 159
Net Tons 159
When built 1942
By whom built Geo. T. Davie & Sons Ltd. Yard No. 17
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
Nom. Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
Use for which Vessel is intended Government Service

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" Mid. length breadth 13" Thickness parallel to axis 4 13/16"
Crank pin dia. 7.875" Crank webs 4 3/16" Thickness around eye-hole 4 3/16"
as per Rule 7.5075" as fitted 7.875"
Intermediate Shafts, diameter as per Rule 7.15" - (2) as fitted 7.25" - (2)
Thrust shaft, diameter at collars as per Rule 8.17" as fitted 8.50"
Is the shaft fitted with a continuous liner No, see attached plan.
Screw Shaft, diameter as per Rule 8.50" 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
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
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
ft. Yes If so, state type Newark Paten Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 3'-2"
Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. ft.
ed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15 Can one be overhauled while the other is at work Yes
ge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15 Can one be overhauled while the other is at work Yes
eed (No. and size 1 -4x-6x12 Pumps connected to the Main Bilge Line No. and size 1-6x5 1/2-15 & 1-5" Downton Pump
mps (How driven Steam How driven Steam hand driven admiralty Patt.
Lubricating Oil Pumps, including Spare Pump, No. and size
e two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
lge Pumps;—In Engine and Boiler Room 2-2" in E.R. 2-2" in . in B.R.
Pump Room 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.
in Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
o. and size 1-3 1/2" and 1-6" Salvage Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
e 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
e all Sea Connections fitted direct on the skin of the ship with compensation rings Are they fitted with Valves or Cocks Valves
e 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
e 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
bat Pipes pass through the bunkers 2-2" Bilge & Flooding lines, 1-2" How are they protected 2" wood sheathing
bat pipes pass through the deep tanks Feed line from reserve feed tank. Have they been tested as per Rule
e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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
partment to another Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from

MAIN BOILERS, &c.—(Letter for record 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
o. and Description of Boilers 1 Multitubular single ended scotch boiler. Working Pressure 200 lbs. per sq. in.
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
A DONKEY BOILER FITTED? None fitted If so, is a report now forwarded?
on the donkey boiler be used for domestic purposes only
LANS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers Donkey Boilers
(If not state date of approval) No
perheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

as the spare gear required by the Rules been supplied Yes
ate 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. C. 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.C. 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 satisfactorily 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) \$:
incl. in Hull Rpt.
When applied for, Mch 29 1943
When received, 19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 7 MAY 1943

LMC * 1242

FD OG



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