

REPORT ON OIL ENGINE MACHINERY.

Int. Rpt.

No. 7018

20 DEC 1946

Received at London Office

Report made on 7th Nov. 1946 when handed in at Local Office 8th Nov. 1946 Port of QUEBEC, P.Q.

Survey held at Lauzon, Levis, P.Q. Date, First Survey 21st Feb. 1946 Last Survey 2nd Nov. 1946
 Number of Visits Constant attendance

On the ~~Deck~~ ~~Deck~~ ~~Deck~~ } Screw vessel "OTTAWA MAYTHORN" Tons { Gross 522.15
 Net 254.07

Lauzon, Levis, Que. By whom built Geo. T. Davie & Sons Ltd. Yard No. 39 When built 1946

Made at Oakland, Calif, USA By whom made Atlas Imperial Diesel Eng. Engine No. 12158 When made 1943

Boilers made at Amherst, N.S. By whom made Robb Engineering Works Ltd. Boiler No. B1814/9 When made 1946

orse Power 400 Owners General Timber Products Ltd. Port belonging to Quebec

se Power as per Rule 98.9 Is Refrigerating Machinery fitted for cargo purposes -- Is Electric Light fitted Yes

which vessel is intended Coastal Service

GINES, & Co. Type of Engines Vertical Diesel Engine 2 or 4 stroke cycle 4 Single or double acting Single

Pressure in cylinders 670 Diameter of cylinders 13" Length of stroke 16" No. of cylinders 6 No. of cranks 6

led Pressure 90

ings, adjacent to the Crank, measured from inner edge to inner edge 14.969" Solid Is there a bearing between each crank Yes

per minute 300 Flywheel dia. 45" Weight Means of ignition Injection Kind of fuel used Heavy Oil

Solid forged dia. of journals as per Rule 7.5" Crank pin dia. 7.5" Crank Webs Mid. length breadth 10" Thickness parallel to axis --

All built as fitted 7.5" Mid. length thickness 4-7/12" shrunken Thickness around eyehole --

Shaft, diameter as per Rule -- Intermediate Shafts, diameter as per Rule 6" Thrust Shaft, diameter at collars as per Rule 7"

as fitted -- as fitted 6" as fitted 7"

ft, diameter as per Rule -- Screw Shaft, diameter as per Rule 6" Is the screw shaft fitted with a continuous liner No

as fitted -- as fitted 6" as fitted 7"

ers, 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

as fitted -- as fitted -- as fitted --

-- If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner --

oes 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 --

s 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

If so, state type Newark Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 25"

dia. 70" Pitch 48" No. of blades Four Material Bronze whether Moveable Fixed Total Developed Surface sq. feet

reversing Engines Cam shaft Roller latch a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners 1" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

ing material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine --

ater Pumps, No. Three Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

ps worked from the Main Engines, No. One Diameter 3 1/2" Stroke 3 1/2" Can one be overhauled while the other is at work --

ected to the Main Bilge Line { No. and Size ONE two x 7 1/2" x 5" x 10" One x 3 1/2" x 3 1/2" ONE 70 TON/H.R. How driven Steam Main Engine EL DRIVEN

g water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

--

umps, No. and size One x 7 1/2" x 5" x 10" Lower Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2-1" Tuthill 21.G.P.M. 2-1" Inglis each

pendent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

and size:—In Machinery Spaces Four x 2 1/2" In Pump Room --

Two x 2" each hold, one x 2" each cofferdam

nt Power Pump Direct Suctions to the Engine Room Bilges, No. and size One x 4"

Bilge Suction pipes in Holds ~~and~~ fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

ily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves

l sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line below

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

ass through the bunkers -- How are they protected --

ass through the deep tanks -- Have they been tested as per Rule --

s, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

ement 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

to another Yes Is the Shaft Tunnel watertight -- Is it fitted with a watertight door -- worked from --

essel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork --

ompressors, No. 1 No. of stages 1 Diameters 6" Stroke 4" Driven by Main Engine

Air Compressors, No. 1 No. of stages 2 Diameters 4 1/2" x 1 1/2" Stroke 4" Driven by Steam EL

liary Air Compressors, No. No. of stages Diameters Stroke Driven by

on is made for first Charging the Air Receivers Steam driven auxiliary air compressor

Air Pumps, No. -- Diameter -- Stroke -- Driven by --

Engines crank shafts, diameter as per Rule -- No. --

as fitted -- Position --

iliary Engines been constructed under special survey -- Is a report sent herewith --

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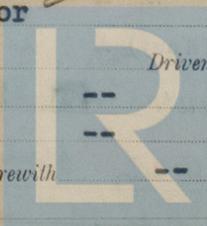
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AIR RECEIVERS:—Have they been made under survey **Yes** ✓ State No. of Report or Certificate **No. 4732, 4733**
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule **No fusible plug, safety valve on line** ✓
 Can the internal surfaces of the receivers be examined and cleaned **Yes** ✓ Is a drain fitted at the lowest part of each receiver **Yes** ✓
Injection Air Receivers, No. -- Cubic capacity of each -- Internal diameter -- thickness --
 Seamless, lap welded or riveted longitudinal joint -- Material -- Range of tensile strength -- Working pressure --
Starting Air Receivers, No. **Four** Total cubic capacity **50.8 cu. ft.** Internal diameter **30 1/2"** ✓ thickness **28.4 tons** ✓
 Seamless, lap welded or riveted longitudinal joint **Welded** Material **O.H. Steel** Range of tensile strength **27.4 tons** Working pressure **Actual 25** ✓

IS A DONKEY BOILER FITTED? **Yes** ✓ If so, is a report now forwarded? **Yes** ✓
 Is the donkey boiler intended to be used for domestic purposes only **No, all auxiliary machinery steam driven** ✓

PLANS. Are approved plans forwarded herewith for Shafting **22-2-46 New York** ✓
 (If not, state date of approval) Donkey Boilers -- General Pumping Arrangements **1-2-46 New York** ✓ Pumping Arrangements in Machinery Space **1-2-46** ✓
 Oil Fuel Burning Arrangements --

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Coastal Service**

State the principal additional spare gear supplied

The foregoing is a correct description.

Geo. T. Davis & Sons Ltd.
Charles E. Davis Manufacturer.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel -- **21-2-46 to 2-11-46**
 Total No. of visits **Constant attendance**

Dates of Examination of principal parts—Cylinders **AB** Survey Covers **AB** Pistons **AB** Rods -- Connecting rods **AB**
 Crank shaft **AB 16-7-43** Flywheel shaft **No. 4 Lloyd's 299** Thrust shaft **AB 17-7-44** Intermediate shafts **16-8-45** Tube shaft **AB**
 Screw shaft **16-8-45** Propeller **WFM 26-4-46** Stern tube **18-8-45 TC** Engine seatings **21-2-46** Engines holding down bolts **30**
 Completion of fitting sea connections **13-9-46** Completion of pumping arrangements **2-11-46** Engines tried under working conditions **2-11-46**
 Crank shaft, Material **Steel** Identification Mark **AB 181 23975** Flywheel shaft, Material -- Identification Mark --
 Thrust shaft, Material **Steel** Identification Mark **AB 181 359A** Intermediate shafts, Material **O.H. Steel** Identification Marks **A-15**
 Tube shaft, Material -- Identification Mark -- Screw shaft, Material **O.H. Steel** Identification Mark **A-98**
 Identification Marks on Air Receivers **Dominion Bridge Co. Ltd. - B1889/13 - 4732; B1889/14 - 4733; B1889/24 - 4735; all T.O.M. 16-8-46.**

Is the flash point of the oil to be used over 150° F. **Yes** ✓
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with **Yes** ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **No** ✓ 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 **"OTTAWA MAYSRING"** ✓

General Remarks (State quality of workmanship, opinions as to class, &c. **The Main Engine of this vessel has been constructed under Survey of the American Bureau of Shipping (Certificate attached).**
This Engine has now been properly installed aboard this Vessel, opened up, examined and found full working conditions and found satisfactory.

The workmanship and materials are good.
Donkey boiler safety valves adjusted under steam, tested for accumulation and thickness noted.
It is recommended for the favourable consideration of the Committee that this Vessel be entered in the Register Book L.M.C. 11,46 (oil engine) with notations T.S. (O.G.) and D.B. fitted for 11,46 F.P. above 150° F.

The amount of Entry Fee .. \$ 10:00 : When applied for,
 Special ... \$ 200:00 : **Nov. 25 1946**
 Donkey Boiler Fee ... \$: : When received,
 Travelling Expenses (if any) \$ 20:00 : 19

Committee's Minute **FRI. 9 APR 1948**

Assigned LMC 11.46 oil Eng. DBS 11.46
 F made '43 fitted '46 S. (O.G.) 7.47
 wt. to B. 200 lb. 7.47



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