

REPORT ON MACHINERY.

No. 1612

Date of writing Report *Oct. 30 1918* When handed in at Local Office *Oct. 30 1918* Port of *Montreal* Received at London Office *THU. 28 NOV. 1918*

No. in Survey held at *Montreal* Date, First Survey *Mar. 5* Last Survey *Oct. 21 1918*
Reg. Book. on the *S. S. "War Faith"* (Number of Visits *49*) Gross *4342* Tons Net *2598*

Master *H. R. Williams* Built at *Montreal* By whom built *Canadian Vickers Ltd.* When built
Engines made at *Montreal* By whom made *Canadian Vickers Ltd.* when made *1918*
Boilers made at *Montreal* By whom made *Canadian Vickers Ltd.* when made *1918*
Registered Horse Power *266.46* Owners *Imperial Munitions Board* Port belonging to *Montreal*
Nom. Horse Power as per Section 28 *474* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*

ENGINES, &c.—Description of Engines *Triple Expansion Surface Condensing* No. of Cylinders *3* No. of Cranks *3*
Dia. of Cylinders *27"-44"-73"* Length of Stroke *48"* Revs. per minute *74* Dia. of Screw shaft *14.75"* Material of screw shaft *Steel*
Is the screw shaft fitted with a continuous liner the whole length of the stern tube *No* Is the after end of the liner made water tight
in the propeller boss *Yes* If the liner is in more than one length are the joints burned *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 *Yes* If two
liners are fitted, is the shaft lapped or protected between the liners *Yes* Length of stern bush *5'0"*
Dia. of Tunnel shaft *13.33"* Dia. of Crank shaft journals *14.0"* Dia. of Crank pin *14.5"* Size of Crank webs *52x28x9"* Dia. of thrust shaft under
collars *14.5"* Dia. of screw *14.5"* Pitch of Screw *16'6"* No. of Blades *4* State whether moveable *No* Total surface *72.45 sq*
No. of Feed pumps *2* Weirs Diameter of ditto *9 1/2 x 7"* Stroke *24"* Can one be overhauled while the other is at work *Yes*
No. of Bilge pumps *2* Diameter of ditto *4"* Stroke *24"* Can one be overhauled while the other is at work *Yes*
No. of Donkey Engines *1* General Sizes of Pumps *8"x9"x12" 8"x7"x10"* No. and size of Suctions connected to both Bilge and Donkey pumps
In Engine Room *2-3"* *1-3 1/2"* *Imperial 1-8" Bilges No. 1. 2-3 1/2" No. 2. 1-4" No. 3. 1-4" No. 4. 1-4" No. 5. 1-4" No. 6. 1-4" No. 7. 1-4" No. 8. 1-4" No. 9. 1-4" No. 10. 1-4" No. 11. 1-4" No. 12. 1-4" No. 13. 1-4" No. 14. 1-4" No. 15. 1-4" No. 16. 1-4" No. 17. 1-4" No. 18. 1-4" No. 19. 1-4" No. 20. 1-4" No. 21. 1-4" No. 22. 1-4" No. 23. 1-4" No. 24. 1-4" No. 25. 1-4" No. 26. 1-4" No. 27. 1-4" No. 28. 1-4" No. 29. 1-4" No. 30. 1-4" No. 31. 1-4" No. 32. 1-4" No. 33. 1-4" No. 34. 1-4" No. 35. 1-4" No. 36. 1-4" No. 37. 1-4" No. 38. 1-4" No. 39. 1-4" No. 40. 1-4" No. 41. 1-4" No. 42. 1-4" No. 43. 1-4" No. 44. 1-4" No. 45. 1-4" No. 46. 1-4" No. 47. 1-4" No. 48. 1-4" No. 49. 1-4" No. 50. 1-4" No. 51. 1-4" No. 52. 1-4" No. 53. 1-4" No. 54. 1-4" No. 55. 1-4" No. 56. 1-4" No. 57. 1-4" No. 58. 1-4" No. 59. 1-4" No. 60. 1-4" No. 61. 1-4" No. 62. 1-4" No. 63. 1-4" No. 64. 1-4" No. 65. 1-4" No. 66. 1-4" No. 67. 1-4" No. 68. 1-4" No. 69. 1-4" No. 70. 1-4" No. 71. 1-4" No. 72. 1-4" No. 73. 1-4" 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No. 932. 1-4" No. 933. 1-4" No. 934. 1-4" No. 935. 1-4" No. 936. 1-4" No. 937. 1-4" No. 938. 1-4" No. 939. 1-*

IS A DONKEY BOILER FITTED? *No.*

If so, is a report now forwarded? ☒

SPARE GEAR. State the articles supplied:—
1 Screw shaft 3 boiler stay tubes 6 bars assorted iron
2 connecting Rod bolts & nuts 1 section of crank shaft 12 plain tubes 1 set of fire bars
2 " " " " 100 assorted bolts & nuts for engines 24 condenser tubes 1 set of piston springs
2 Main bearing bolts & nuts 100 " " " " boiler 50 per nuts
1 set of coupling bolts 1 set of boiler check valves 3 tube stoppers
1 set of bilge pump valves & nuts 6 y/c cover bolts 6 piston studs & nuts
1 set of safety valve springs 4 valve chest bolts 2 plates of iron

The foregoing is a correct description,

FOR CANADIAN VICKERS LIMITED

W. H. Miller

Manufacturer.

Dates of Survey while building { During progress of work in shops -- *Mar 5. 14. 26. Apr. 1. 20. May 3. 14. 12. 20. 22. 25 June 5. 10. 11. 15. 18. 24. 26. July 2. 5. 8. 12. 17. 18. 22. 25 Aug. 1. 6. 7. 9. 14. 19. 21. 26*
During erection on board vessel -- *Apr. 4. 6. 8. 10. 16. 26. 28*
Total No. of visits *49.*

Is the approved plan of main boiler forwarded herewith *No*

" " " donkey " " " ☒

Dates of Examination of principal parts—Cylinders *11-6-18* Slides *26-9-18* Covers *16-9-18* Pistons *16-9-18* Rods *16-9-18*
Connecting rods *9-9-18* Crank shaft *5-7-18* Thrust shaft *13-7-18* Tunnel shafts *19-8-18* Screw shaft *21-8-18* Propeller *6-9-18*
Stern tube *6-9-18* Steam pipes tested *8-10-18* Engine and boiler seatings *26-9-18* Engines holding down bolts *7-10-18*
Completion of pumping arrangements *26-9-18* Boilers fixed *9-10-18* Engines tried under steam *12-10-18*
Completion of fitting sea connections *26-9-18* Stern tube *8-9-18* Screw shaft and propeller *16-9-18*
Main boiler safety valves adjusted *14-10-18* Thickness of adjusting washers *Port 13 1/2 P. 5.07 Star 13 1/2 P. 5.295 Star 13 1/2 P. 5.465*
Material of Crank shaft *S.* Identification Mark on Do. *W.J.A.* Material of Thrust shaft *S.* Identification Mark on Do. *O.T.N.*
Material of Tunnel shafts *S.* Identification Marks on Do. *W.J.A.* Material of Screw shafts *S.* Identification Marks on Do. *W.J.A.*
Material of Steam Pipes *Steel* Test pressure *540 lbs.* *(Spec T.M.)*

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 Section 49 of the Rules been complied with ☒

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"War Duchess" - "War Earl"*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The engines and boilers of this vessel have been constructed under special survey and in accordance with the rules. The material and workmanship are good. The engines & boilers have been efficiently fitted on board and have been tried under steam together with all the auxiliary machinery and all were found to be working satisfactorily. The safety valves were adjusted under steam to blow at 185 lbs per sq in.

The boilers are of good workmanship and the material has been tested in accordance with the rules. They have been tested by water pressure to 360 lbs and found tight.

The joints of the screw shaft liners having been soldered, should in my opinion be specially examined when the shaft is drawn for inspection.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 10.18. F.D.
Subject to the Screw Shaft being specially examined
at joint of liner before the end of October 1920.

The amount of Entry Fee ... £ *15.00*
Special ... £ *218.00*
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ *15.35*

When applied for,

Oct 23 1918

When received,

11/11/18

Committee's Minute

FRI 6 DEC 1918

Assigned

+ L.M.C. 1018

F.D.

ENGINEER'S CERTIFICATE



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Foundation