

Received at London Office..... 8 AUG 1946

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **-**
 Dia. of Cylinders **13½" x 22½" x 30"** Length of Stroke **27"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals *as per Rule* **7.51"** Crank pin dia. **7.875"** Crank webs *Mid. length breadth* **13"** *Thickness parallel to axis* **4.8125"**
as fitted **7.875"** *Mid. length thickness* **4.8125"** *Thickness around eye-hole* **3.9375"**
 Intermediate Shafts, diameter *as per Rule* *as fitted* *Thrust shaft, diameter at collars* *as per Rule* **7.51"** *as fitted* **7.875"**
 Tube Shafts, diameter *as per Rule* *as fitted* Screw Shaft, diameter *as per Rule* *as fitted* Is the *mb* *screw* shaft fitted with a continuous liner {
 Bronze Liners, thickness in way of bushes *as per Rule* *as fitted* Thickness between bushes *as per Rule* *as fitted* Is the after end of the liner made watertight in the
 propeller 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
 shaft. If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia Pitch No. of Blades Material whether Moveable Total Developed Surface sq. ft.
 Feed Pumps worked from the Main Engines, No. **None** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**
 Bilge Pumps worked from the Main Engines, No. **None** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**
 Feed {No. and size Pumps connected to the {No. and size
 Pumps {How driven Main Bilge Line {How driven
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room
 In Pump Room In Holds, &c.

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

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

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description
Canadian Allis-Chalmers Limited

Per: E. J. D. Ladd Manufacturer.

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Lloyd's Register
Foundation

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Dates
of Survey
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building

Continuous from August 20th, 1945 to February 20th, 1946.
During progress of work in shops --
During erection on board vessel --
Total No. of visits Constant attendance

Dates of Examination of principal parts—Cylinders 22.1.46 Slides 4.12.45 Covers 4.12.45
Pistons 14.12.45 Piston Rods 4.1.46 Connecting rods 7.1.46
Crank shaft 25.1.46 Thrust shaft 13.2.46 Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings 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 O.H. Steel Identification Mark Lloyd's No. 2162
Intermediate shafts, material 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 If so, state name of vessel
General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE together with Thrust Shaft, Thrust Block and Condenser have been constructed under Spec
Survey in accordance with the Rules and Approved Plans, and the workmanship is, in my opinion, good
The Forgings and Castings have been tested and finally examined by the undersigned and found
satisfactory.
This ENGINE has been shipped to VANCOUVER, B.C. for installation and official trials.
It is recommended for the favourable consideration of the Committee that the record of LMC
(with date) be made in the Register Book in the case of the Vessel, subject to satisfactory
installation and sea trials.

The amount of Entry Fee ... \$ 15⁰⁰
Special ... \$ 200⁰⁰
Donkey Boiler Fee ... \$
Travelling Expenses (if any) \$ 23⁰⁰
When applied for, 1946
When received, 1946

M. Dickinson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 AUG 1946

Assigned for minute see T.E. Tech Rpt. Ver. 6998.