

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 SEP 1930

Date of writing Report

19

When handed in at Local Office

13. 9. 1930 Port of

Glasgow

No. in Survey held at  
Reg. Book.

Date, First Survey

6. 1. 30

Last Survey

5. Sept. 1930

on the

S.S. "Citi De Quebec"

(Number of Visits 37)

Gross 1259.

Tons Net 467.

When built 1930.

when made 1930.

Built at

By whom built

Yard No. 245.

Engines made at

By whom made

Engine No. 1260

Boilers made at

By whom made

Boiler No. 14F.

when made 1930.

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

244.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Long Service on the St. Lawrence.

## ENGINES, &amp;c.—Description of Engines

Simple Expansion - Jet Condensing.

Revs. per minute 110.

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crankshaft, dia. of journals

Crank pin dia.

Crank webs

Mid. length breadth

Thick. parallel to axis

as per Rule

as fitted

as per Rule

as fitted

Thick. around eye-hole

Intermediate Shafts, diameter

as per Rule

Thrust shaft, diameter at collars

as per Rule

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

as fitted

as fitted

Is the

shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes

as per Rule

Thickness between bushes

as per Rule

as fitted

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

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material C. Steel whether Moreable Total Developed Surface

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size 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 Hold, &amp;c.

In Holds, &amp;c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

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 they each fitted with a Discharge Valve always accessible on the outside of the vessel

What Pipes pass through the bunkers

What pipes pass through the deep tanks

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

MAIN BOILERS, &amp;c.—(Letter for record S) Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

In accordance with Rules and additional

The foregoing is a correct description,

M. Kiebasler & Co.  
R. A. J. J. J.

Manufacturer.



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Lloyd's Register  
Foundation

008493-009003-0251



12708  
During progress of work in shops -- 1930 Jan 6 10 15 20 28 Feb 19 Mar 10 20 28 Apr 3 11 17 24 28 29 May 2 6 9 14 20  
Dates of Survey while building During erection on board vessel --- 23 28 30 June 3 4 5 9 13 23 July 16 23 28 Aug 7 26 Sep 3 3  
Total No. of visits 37

Dates of Examination of principal parts—Cylinders 20.5.30 Slides 23.5.30 Covers 20.5.30.  
Pistons 20.5.30. Piston Rods 23.5.30. Connecting rods 28.3.30.  
Crank shaft 4.3.30 (FR) Thrust shaft 3.6.30. Intermediate shafts 3.6.30.  
Tube shaft — Screw shaft 3.6.30. Propeller 24.4.30.  
Stern tube 4.6.30. Engine and boiler seatings 5.6.30. Engines holding down bolts 16.7.30.  
Completion of fitting sea connections 5.6.30.  
Completion of pumping arrangements 4.8.30. Boilers fixed 4.8.30. Engines tried under steam 3.9.30 & 5.9.30.  
Main boiler safety valves adjusted 4.8.30. Thickness of adjusting washers 7.8.30 7.8.30 5.1.30 1.3.30.  
Crank shaft material PM. best steel Identification Mark 656-JH. Thrust shaft material PM. best steel Identification Mark 2382-RWF-11-3  
Intermediate shafts, material do. Identification Marks 1355-RWF-1330 1320-RWF Tube shaft, material — Identification Mark —  
Screw shaft, material do Identification Mark 23.2.30-32 Steam Pipes, material Copper Test pressure 370 lb Date of Test 10.7.30  
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. 10.7.30

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 No. If so, have the requirements of the Rules been complied with  
Is this machinery duplicate of a previous case No. If so, state name of vessel Citi De Lois

General Remarks (State quality of workmanship, opinions as to class, &c.)  
The Machinery of this vessel has been built under special Survey and in accordance with the Rules. The materials and workmanship are good. It has been placed on board and apparently secured in position and afterwards tried under full working conditions with satisfactory results.  
An additional air pump (monotype) together with cast iron float tanks has been fitted for jet condensing purposes, the built up seating of float tanks being temporarily secured with bolts.  
A temporary surface condensing plant has been fitted for the passage across to Canada and will be removed at Quebec before going in service. The machinery has been tried under these conditions and found satisfactory.  
The requirements for "Navigation in Ice" have been complied with.  
The Machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of + LMC 9.30 Subject to the float tanks seating of monotype air pump being made permanent.  
The Montreal Survey has been advised.

The amount of Entry Fee ... £ 4 : - :  
Special ... £ 39 : 18 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 15 SEP 1930  
When received, 18 9 1930

Committee's Minute GLASGOW 16 SEP 1930  
Assigned + LMC 9.30  
CERTIFICATE WRITTEN. subject to

Joe Edmund  
Engineer Surveyor to Lloyd's Register of Shipping.  
TUE. 23 OCT 1930  
FRI. 7 NOV 1930  
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