

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 APR 1943

of writing Report Jan. 10th. 43 When handed in at Local Office Jan. 29th. 43 Port of MONTREAL, QUE.
in Survey held at MONTREAL, QUE. Date, First Survey 9th March, 1942 Last Survey July 15th 1942
Book. (Number of Visits -)
on the SINGLE SCREW CORVETTE U.S.S. "MIGHT" ex H.M.S. "MUSK" Tons {Gross 832.15
Net 251.14
at QUEBEC, QUE. By whom built Morton Engineering & Dry Dock Co. Ltd. Yard No. 22 When built 1943
made at MONTREAL, QUE. By whom made Canadian Vickers Limited Engine No. 5810-1 When made 1942
made at St. Catharines, Ont. By whom made Foster Wheeler Limited Boiler No. Aft. 101 When made 1942
red Horse Power 2750 Owners THE ADMIRALTY Port belonging to London
Horse Power as per Rule 462 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
for which Vessel is intended NAVAL SERVICE

INES, &c.—Description of Engines 4 cylinder triple expansion Revs. per minute 185
Cylinders 18 1/2" x 31" x 38 1/2" x 38 1/2" Length of Stroke 30" No. of Cylinders 4 No. of Cranks 4
shaft, dia. of journals as per Rule 10.0275" 10.035" Mid. length breadth - Thickness parallel to axis 6 1/2"
as fitted 10 1/2" Crank pin dia. 10 1/2" Crank webs Mid. length thickness - shrunk Thickness around eye-hole 4-7/8"
mediate Shafts, diameter as per Rule 9.55" Thrust shaft, diameter at collars as per Rule 10.0275" 10.035"
as fitted 10.25" as fitted 10 1/2"
hafts, diameter as per Rule - Screw Shaft, diameter as per Rule 10.42"
as fitted - as fitted 10-7/8" Is the {screw} shaft fitted with a continuous liner {Yes
Liners, thickness in way of bushes as per Rule .614" Thickness between bushes as per Rule .46"
as fitted 5/8" as fitted 5/8" Is the after end of the liner made watertight in the
boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length -
er 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 fits tightly -
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
No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 60"
er, dia. 10'-6" Pitch 10'-8" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 30 sq. ft.
umps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
umps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
(No. and size Two-8"x10 1/2"x22" Pumps connected to the {No. and size
(How driven Steam, Weirs Vertical Main Bilge Line {How driven Steam, Duplex.
Pumps, No. and size Two-6"x6"x6" (GSP&Bilge Lubricating Oil Pumps, including Spare Pump, No. and size -
independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
umps;—In Engine and Boiler Room Engine Room-one 3" independent- 1-3" on Range; Boiler Room: Two 3" on Range
2- 3" independent and Three-2" in cofferdams One 2" in each of following compartments: Fore Peak.
Locker, A/S, Provision Rooms, 4" Magazine, Spirit Room, 2 lb. Magazine, Air Space, Engineer's
Aft. Peak & Steering Engine Flat.
Water Circulating Pump Direct Bilge Suctions, No. and size One 9" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
size One 3" Dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
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
Sea Connections fitted direct on the skin of the ship Yes, Two 14" on Are they fitted with Valves or Cocks Nine valves, one cock
fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates No Are the Overboard Discharges above or below the deep water line Below
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
pes pass through the bunkers 3" Dia. in P&S Bunkers (Degaussing Cables) How are they protected None (Joints welded) Yes
pes pass through the deep tanks Have they been tested as per Rule Yes (100 lbs. per sq. inch)
Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
rangement 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
ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Hatch worked from Lower Deck

N BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 8260 square feet -
Boilers are fitted with Forced Draft All - (Closed type) Which Boilers are fitted with Superheaters -
d Description of Boilers 2 Water Tube Yarrow type Working Pressure 225 lbs. per square inch -
REPORT ON MAIN BOILERS NOW FORWARDED? Yes

DONKEY BOILER FITTED? No If so, is a report now forwarded? -
donkey boiler be used for domestic purposes only

NS. Are approved plans forwarded herewith for Shafting Approved Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval) London -
eters General Pumping Arrangements Oil fuel Burning Piping Arrangements

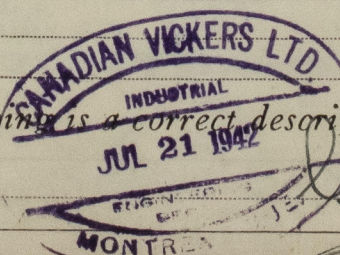
SPARE GEAR.

spare gear required by the Rules been supplied Yes
principal additional spare gear supplied -

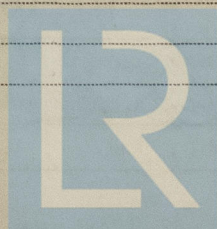
Water Co.
20.0
14.

43

The foregoing is a correct description



Manufacturer.



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Lloyd's Register
Foundation

009469-009480-0212

VARIOUS DATES from March 9th, 1942 to July 15th, 1942 -

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Various dates from 1st. June, 1942 to 8th. January, 1943

Dates of Examination of principal parts - Cylinders 25.4.42, 6.5.42, 11.5.42, 16.5.42 Slides 25.4.42, 6.5.42, 11.5.42, 16.5.42 Covers 25.4.42, 6.5.42, 11.5.42, 16.5.42
Pistons 16.5.42 Piston Rods 16.5.42 Connecting rods 4.6.42
Crank shaft 4.6.42 Thrust shaft 5.6.42 Intermediate shafts 5.6.42
Tube shaft - Screw shaft 5.6.42 Propeller 5.6.42
Stern tube 16.5.42 Engine and boiler seatings 3-8-42 Engines holding down bolts 29-9-42
Completion of fitting sea connections 14-7-42
Completion of pumping arrangements 8-1-43 Boilers fixed 17-11-42 Engines tried under steam 16-12-42
Main boiler safety valves adjusted 28-12-42 Thickness of adjusting washers Ford Boiler Ps 1 1/2" Ss 7/16", Aft. Boiler 11/16" Ss 15/32" LLOYD'S No. 3922
Crank shaft material O H STEEL Identification Mark 4.6.42 TSM Thrust shaft material O H STEEL Identification Mark LLOYD'S No. 4551
Intermediate shafts, material O H STEEL Identification Marks 25.2.42 J H Tube shaft, material - - Identification Mark LLOYD'S No. 4539 T SM
Screw shaft, material O H STEEL Identification Mark 23.2.42 J H TSM Steam Pipes, material OH Steel Test pressure 675 lbs. Date of Test 4-2-43
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel 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 Single Screw Corvette Class
General Remarks (State quality of workmanship, opinions as to class, &c. - This ENGINE, together with Thrust Shaft and Thrust Rod, have been constructed under Special Survey Block, Intermediate Shaft, Propeller Shaft, Stern Tube and Condenser, in my accordance with the Approved Plans, and instructions forwarded by the Admiralty, and the workmanship is, in my satisfactory. Copies of Plans are in the London Office. The forgings have been tested, partly by the Surveyors to this Society and finally examined by the under partly by the Surveyors to the British Corporation, in accordance with the Rules and found satisfactory. Forging Reports are enclosed herewith. This ENGINE has been forwarded to MESSRS. MORTON ENGINEERING & DRY DOCK COMPANY, QUEBEC, P.Q., for installation in a classed vessel, and it is recommended that the record of L.M.C. (with date) be made in the Register Book when it has been satisfactorily installed on board and tested.

The machinery of this vessel has now been properly fitted on board and on completion, due to winter conditions, satisfactory dock trials were carried out. The safety valve has been adjusted under steam and tested for accumulation. In my opinion, this vessel is eligible for record of L.M.C. 1.43 in accordance with instructions contained in Circular Letter No. 1775 of 17th. February, 1941.

The amount of Entry Fee ... £ - 25-00
Special ... £ - 425-00
Donkey Boiler Fee ... £ -
Travelling Expenses (if any) £ included with Hull.
When applied for, Feb 19 1943
When received, 19

FRI. 16 APR 1943

Committee's Minute

Assigned

See FE machy rll

J. S. Morrison
Engineer Surveyor to Lloyd's Register of Shipping

Bloomfield
Engineer Surveyor to Lloyd's Register of Shipping



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