

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

20th August 1946

22nd August 1946

Received at London Office

12 SEP 1946

Date of writing Report Dec. 18th, 1945 When handed in at Local Office Dec. 17th, 1945 Port of Montreal, Que. & Quebec, Que.
20th October 1945
No. in Survey held at Montreal, Que. & Quebec, Que. Date, First Survey Sept. 5th, 1945 Last Survey 29th June 1946
Reg. Book Daily attendance
(Number of Visits)

on the Steel Single Screw Steamer "OTTAWA MAYCLIFF"Tons { Gross 337.94
Net 124.47Built at QUEBEC, Que. By whom built MORTON ENGINEERING & DRYDOCK CO. LIMITED Port No. 66 When built 1946Engines made at MONTREAL, Que. By whom made CANADIAN VICKERS LIMITED Engine No. 35100-9 When made 1945Boilers made at Lachine, P.Q. By whom made DOMINION BRIDGE CO. LTD. Boiler No. B1665/B2 When made 1945Registered Horse Power - Owners WARTIME SHIPBUILDING LIMITED Port belonging to -Nom. Horse Power as per Rule 75 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YesTrade for which Vessel is intended -

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 230
Dia. of Cylinders 9" x 16" x 26" Length of Stroke 18" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 5.02" Crank pin dia. 5 1/2" Crank webs Mid. length breadth - Thickness parallel to axis 4"
as fitted 5 1/2" 4.754" 4.784" Mid. length thickness - Thickness around eye-hole 2-7/16"
Intermediate Shafts, diameter as per Rule - Thrust shaft, diameter at collars as per Rule 5.02"
as fitted - as fitted 5 1/2"
Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 5.384 Is the tube shaft fitted with a continuous liner No liner
as fitted - as fitted 6" screw fitted. fitted.
Bronze Liners, 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

propeller boss Yes 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 25"
shaft Yes If so, state type Newark Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 25"
Propeller, dia 6'-0" Pitch 5'-1 1/2" No. of Blades Four Material Bronze whether Moveable fixed Total Developed Surface - sq. ft.
Feed Pumps worked from the Main Engines, No. One Diameter 2 1/2" Stroke 8 1/2" Can one be overhauled while the other is at work -
Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/2" Stroke 8 1/2" Can one be overhauled while the other is at work -
Feed (No. and size One X 2 1/2", One X 5" X 4" X 6" Pumps connected to the (No. and size One X 2 1/2", Two X 7 1/2" X 5" X 10"
Pumps (How driven Links from Main Eng. & Steam Main Bilge Line (How driven Links from M.E., Steam
Ballast Pumps, No. and size One X 7 1/2" X 5" X 10" 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 Four X 2 1/2" In Holds, &c. Two X 2" each hold. One X 2" cofferdam.
In Pump Room -

Main Water Circulating Pump Direct Bilge Suctions, No. and size One X 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 or 3" per plan Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
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 Yes
Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks 2 valves & 2 cocks.
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line below
Are they 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
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 Yes
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 Yes Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 1331 Sq. ft.Which Boilers are fitted with Forced Draft Main boiler Which Boilers are fitted with Superheaters -No. and Description of Boilers One single ended multibular Working Pressure 200 lbs./sq.in.IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -Can the donkey boiler be used for domestic purposes only New YorkPLANS. Are approved plans forwarded herewith for Shafting 2/4/45 Main Boilers - Auxiliary Boilers - Donkey Boilers -
(If not state date of approval) 28/5/45Superheaters - General Pumping Arrangements New York Yes 9/5/45 Oil fuel Burning Piping Arrangements Yes 8-8-45 N.Y.

SPARE GEAR.

Has the spare gear required by the Rules been supplied YesState the principal additional spare gear supplied -The foregoing is a correct description
Canadian Vickers LimitedBy: L. L. L. L. Manufacturer.

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Lloyd's Register
Foundation

009879-009887-0061

Dates of Survey while building
During progress of work in shops - September 5th, 1945 to December 15th, 1945.
During erection on board vessel - 20th. October 1945 to 29th. June 1946.
Total No. of visits Daily attendance

Dates of Examination of principal parts - Cylinders 20/10, 24/10, 15/11, 1945, Slides 20/10, 24/10, 15/11, 1945, Covers 20/10, 24/10, 15/11, 1945
Pistons 28/11/45 Piston Rods 28/11/45 Connecting rods 28/11/45
Crank shaft 14/11/45 Thrust shaft 5/11/45 Intermediate shafts -
Tube shaft - Screw shaft 2-1-45 Propeller LR 1575 No.5 WFM 19-6-45
Stern tube 4306 W.T.W. 14-9-45 Engine and boiler seatings 24-11-45 Engines holding down bolts 23-5-46
Completion of fitting sea connections 23-5-46
Completion of pumping arrangements 21-6-46 Boilers fixed 3-12-46 Engines tried under steam 28-6-46
Main boiler safety valves adjusted 27-6-46 Thickness of adjusting washers .570 & .427
Crank shaft material O.H. Steel Identification Mark LAD. 14/11/45 Thrust shaft material O.H. Steel Identification Mark LAD. 5/11/45
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material O.H. Steel Identification Mark A-23 Steam Pipes, material S.D.H.R. Test pressure 600 Lbs. Date of Test 18-6-46
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 M.C.L. Rpt. 6781

General Remarks (State quality of workmanship, opinions as to class, &c.) This ENGINE has been constructed under Special Survey in conformity with the Society's Rules and Regulations and the Secretary's letters.
The scantlings and arrangements are in accordance with, or equivalent to, those shown on the Approved Plans, copies of which are in the London Office.
The materials have been tested by the Surveyors to this Society and the workmanship is good. Forging long.
Reports enclosed herewith.

This ENGINE together with Thrust Shaft, Thrust Block and Condenser have been forwarded to MORTON ENGINEERING & DRYDOCK COMPANY LIMITED, QUEBEC, Que., for installation in a Vessel intended to be classed with this Society and it is recommended that the record of LMC (with date) be made in the Register Book when the machinery has been satisfactorily installed and tested under working condition.
The MACHINERY of this Vessel has now been properly fitted on board, and on completion tried under full working conditions & found satisfactory. The Safety Valves have been adjusted under steam, tested for accumulation and thickness of washers noted. In my opinion this Vessel is eligible for record of L.M.C. 5,46 and notation T.S.(O.C.) 6,46.

The amount of Entry Fee ... \$ 10 : 00 :
Special ... \$ 200 : 00 :
Donkey Boiler Fee ... \$: :
Travelling Expenses (if any) \$ 22 : 00 :
When applied for, Aug. 29, 1946
When received, 19

D. Salkett J. A. Sallet
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 JAN 1948

Committee's Minute
Assigned