

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 MAY 1946

Forwarded 4.
 Report 15th Feb., 1946 When handed in at Local Office 15th Feb., 1946 Port of Vancouver, B.C.

Survey held at Prince Rupert, B.C. Date, First Survey 11th October, 1945 Last Survey 4th April, 1946
 Book. (Number of Visits 26)

on the Steel Single Screw Steamer "OTTAWA PAGET" Tons {Gross 898.27
 Net 419.63

at Prince Rupert, B.C. By whom built Prince Rupert Drydock & Shipyard Yard No. 58 When built 1946

ines made at Montreal, P. of Q. By whom made Canadian Allis-Chalmers Ltd. Engine No. 574 When made 1945

rs made at Vancouver, B.C. By whom made Dominion Bridge Co. Ltd. Boiler No. 879, 880 When made 1945

tered Horse Power Owners Canadian Government, Ottawa. Port belonging to -

Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

e for which Vessel is intended General Cargo

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 146
 of Cylinders 13 1/2" x 22 1/2" x 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 k shaft, dia. of journals as per Rule 7.5075" Crank pin dia. 7.875" Mid. length breadth 13" Thickness parallel to axis 4-13/16"
 as fitted 7.875" Crank webs Mid. length thickness 4-13/16" Thickness around eye-hole 3.937" Pin
 4.187" Journal
 rmediate Shafts, diameter as per Rule 7.15" Thrust shaft, diameter at collars as per Rule 7.5075"
 as fitted 7.25" as fitted 7.875"

e Shafts, diameter as per Rule - - Screw Shaft, diameter as per Rule 7.722"
 as fitted - - as fitted 8.375" Is the {tube} shaft fitted with a continuous liner { No

ize 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

eller boss - - If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner - -

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 - -

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

Yes If so, state type "Newark" Length of Bearing in Stern Bush next to and supporting propeller 3'-2"

opeller, dia. 9'-0" Pitch 8'-10" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 32.6 sq. ft.

ed Pumps worked from the Main Engines, No. None Diameter - - Stroke - - Can one be overhauled while the other is at work - -

ge Pumps worked from the Main Engines, No. None Diameter - - Stroke - - Can one be overhauled while the other is at work - -

eed {No. and size Two - 6" x 8 1/2" x 13" Pumps connected to the {No. and size Two Ballast Pumps 7" x 8" x 10"

mps {How driven Steam - Weirs Simplex Main Bilge Line {How driven Steam - Simplex

llast Pumps, No. and size Two - 7" x 8" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size - -

the two independent means arranged for circulating water through the Oil Cooler - - Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps;—In Engine and Boiler Room One 2-1/2" aft. In Holds, &c. One 2-1/2" P. & S. No. 1 Hold; One 3" P. & S. No. 2 Hold.

Pump Room - -

ain Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size One - 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

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

all Sea Connections fitted direct on the skin of the ship Yes—except tank inject Are they fitted with Valves or Cocks Yes

re 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

re 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

hat Pipes pass through the bunkers - - How are they protected - -

hat pipes pass through the deep tanks No Deep Tanks Have they been tested as per Rule - -

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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

partment to another Yes Is the Shaft Tunnel watertight No Tunnel Is it fitted with a watertight door - - worked from - -

MAIN BOILERS, &c.—(Letter for record s) Total Heating Surface of Boilers 2790 sq. ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters None fitted.

No. and Description of Boilers 2 Single ended multitubular Working Pressure 200 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No 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 24-11-44 Main Boilers 7-8-45 Auxiliary Boilers - - Donkey Boilers - -

(If not state date of approval)

Superheaters - - General Pumping Arrangements 24-1-45 Oil fuel Burning Piping Arrangements 8 - 10 - 45

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

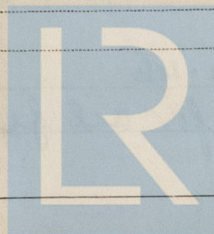
State the principal additional spare gear supplied As per list forwarded with Vancouver Report No. 6789 - S.S. "OTTAWA PANDA"

The foregoing is a correct description

PRINCE RUPERT DRY DOCK & SHIPYARD

B. Allen
 Manager

Manufacturer.



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Lloyd's Register

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See Montreal Report No. 6770

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

1945 - October 15, 16, 17, 18, 20, 25, December 6, 7, 12.

1946 - January 7, 8, 11, 15, 18, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, Mar. 31 Apr.

Total No. of visits 26

Dates of Examination of principal parts - Cylinders

Pistons

Slides

Covers

Crank shaft Please see Montreal Report No. 6770

Thrust shaft 28 - 1 - 46

Connecting rods

Tube shaft - - -

Screw shaft 15 - 10 - 45

Intermediate shafts 11 - 1 - 46

Stern tube 12 - 10 - 45

Engine and boiler seatings 16 - 10 - 45

Propeller 16 - 10 - 45

Completion of fitting sea connections 16 - 10 - 45

Engines holding down bolts 6 - 12 - 45

Completion of pumping arrangements 12 - 12 - 45

Boilers fixed 4 - 1 - 46

Engines tried under steam 23 - 1 - 46

Main boiler safety valves adjusted 23 - 1 - 46

Thickness of adjusting washers

P. 7/16"

Crank shaft material O.H. Steel

Lloyd's No. 2151 M.D.

Identification Mark 11-7-45

Port Boiler S. 25/64"

Star. Boiler P. 1"

Intermediate shafts, material O.H. Steel

Lloyd's No. 9834 T.M.

Identification Marks 10-5-45

Thrust shaft material O.H. Steel

Lloyd's No. 4229 E.E

Screw shaft, material O.H. Steel

Lloyd's No. 9817 T.M.

Identification Mark 2-5-45

Tube shaft, material - - -

Identification Mark - - -

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 S.S. "ONTARIO PANDA" -Vcr. Report No. 67

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under

Special Survey of the Montreal Surveyors and installed on board under Special Survey in accordance with approved plan

New York letters and otherwise in conformity with the Society's Rules. The materials and workmanship are good and the

tests required by the Rules have been satisfactorily carried out. The whole installation has been examined and tested

under full working conditions on Sea Trials and afterwards part opened out, examined and found satisfactory. The

Machinery has also been surveyed during construction and installation on behalf of Wartime Shipbuilding Ltd., to ensure

that the terms of the Specification have been fully complied with and this work has been satisfactorily carried out.

The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with the

Notation of L.M.C. 4, 46 Screw Shaft O.G. 2 - S.B. F.D. Fitted for oil fuel 4, 46. Flash Point above 150°F.

Montreal fees charged in Montreal Report No. 6770

The amount of Entry Fee ... £ :

Special Vcr. \$100.00

When applied for,

22 Feb. 1946

Donkey Boiler Fee

Vcr. £ :

When received,

Travelling Expenses (if any) \$ 60.00

Owners Representation charged on Hull Report

Committee's Minute

FRI. 7 JUN 1946

Assigned + L.M.C. 4.46

Fitted for oil fuel 4.46. F.P. above 150°F.

F.D. - 0.6

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

Has the Steel been tested as required?