

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.



Date of writing Report. **Nov. 20th, 1945** When handed in at Local Office. **Nov. 19th, 1945** Port of **Montreal, Que.**  
 No. in Survey held at **Montreal, Que.** Date, First Survey **Aug. 13th, 1945** Last Survey **Nov. 19th, 1945**  
 Reg. Book on the **S.S. "OTTAWA MAYCOVE"** (Number of Visits) **Daily attendance**  
 Built at **Port Arthur, Ont.** By whom built **Port Arthur Shipbuilding Co. Limited** Yard No. **98** Tons { Gross   
 Engines made at **Montreal, Que.** By whom made **Canadian Vickers Limited** Engine No. **35100-5** When built **1945** Net   
 Boilers made at By whom made Boiler No. When made   
 Registered Horse Power Owners **Wartime Shipbuilding Limited** Port belonging to   
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted   
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines **Triple Expansion**  
 Dia. of Cylinders **9" x 16" x 26"** Length of Stroke **18"** No. of Cylinders **3** Revs. per minute **230**  
 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"**  
 Intermediate Shafts, diameter as per Rule **4.784"** Thrust shaft, diameter at collars as per Rule **5.02"** Thickness around eye-hole **2-7/16"**  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube / screw } shaft fitted with a continuous liner {   
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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   
 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. **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 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 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,   
 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 bunks 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 **200 lbs./sq.in.**   
 A REPORT ON MAIN BOILERS NOW FORWARDED?   
 A DONKEY BOILER FITTED?   
 If so, is a report now forwarded?   
 Are approved plans forwarded herewith for Shafting **New York Apr. 2nd** Main Boilers   
 (If not state date of approval) **& May 28th, 1945** Auxiliary Boilers Donkey Boilers   
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

Is the spare gear required by the Rules been supplied **Yes**   
 Is the principal additional spare gear supplied **Yes**   
 SPARE GEAR.

The foregoing is a correct description   
 Canadian Vickers Limited,

Manufacturer.



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012827-012835-0142



Dates of Survey while building { During progress of work in shops - - August 13th, 1945 to November 19th, 1945. During erection on board vessel - - }  
Total No. of visits Daily attendance

Dates of Examination of principal parts — Cylinders 17/9, 19/9, 13/10, Slide 17/9, 19/9, 13/10, Cover 17/9, 19/9, 13/10, 1945. 1945. 1945.  
Pistons 24/10/45 Piston Rods 24/10/45 Connecting rods 24/10/45  
Crank shaft 3/10/45 Thrust shaft 15/10/45 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 4205 TSM. 3/10/45 Thrust shaft material O.H. Steel Identification Mark Lloyd's 15/10  
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 Yes If so, state name of vessel S/S "OTTAWA MAYHILL" (Montreal R.P.)

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 reports enclosed herewith. This ENGINE together with Thrust Shaft, Thrust Block and Condenser have been forwarded to PORT ARTHUR SHIPBUILDING COMPANY, LIMITED, PORT ARTHUR, ONT., for installation in a Vessel intended to be classed with the British Corporation Register of Shipping and Aircraft.

The amount of Entry Fee ... \$ : When applied for,  
Special ... \$ 200 00 : 11th Apl. 1946  
Donkey Boiler Fee ... \$ : When received,  
Travelling Expenses (if any) \$ 10 : 19

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

Committee's Minute FRL 21 MAR 1947

Assigned not for classing Committee/ See F.E. mch. rpt.