

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 4th April, 1946 When handed in at Local Office 4th April 1946 Port of Vancouver, B. C.  
 No. in Survey held at Prince Rupert, B. C. Date, First Survey 7-1-46 Last Survey 4th April, 1946  
 Reg. Book. on the Steel Single Screw Steamer S.S. "OTTAWA PALETTE" (Number of Visits 13)  
 Built at Prince Rupert B.C. By whom built Prince Rupert Dry Dock & Shipyard Yard No. 59 Tons Gross 903.66  
 Engines made at Lachine, P.Q. By whom made Canadian Allis-Chalmers Engine No. 583 When built 1946  
 Boilers made at Vancouver, B. C. By whom made Dominion Bridge Co. Ltd. Boiler No. 897,898 When made 1945  
 Registered Horse Power 900 Owners Canadian Government Port belonging to -  
 Nom. Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended General Cargo

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 146  
 Dia of Cylinders 12" x 22" x 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.5075" Crank pin dia. 7.875" Crank webs Mid. length breadth 13" Thickness parallel to axis 4-13/16"  
 Intermediate Shafts, diameter as per Rule 7.15" as fitted 7.25" Thrust shaft, diameter at collars as per Rule 7.5075" as fitted 7.875"  
 Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 7.722" as fitted 8.375" Is the screw shaft fitted with a continuous liner No  
 Bronze Liners, thickness in way of bushes as per Rule - as fitted No liners fitted Thickness between bushes as per Rule - 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 Yes If so, state type "Newark"  
 Propeller, dia. 9'-0" Pitch 8'-10" No. of Blades 4 Material Bronze whether Moveable No Length of Bearing in Stern Bush next to and supporting propeller 3'-2"  
 Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -  
 Bilge Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -  
 Feed No. and size Two 6"x8"x13" Pumps connected to the Main Bilge Line { No. and size Two Ballast Pumps 7" x 8" x 10" How driven Steam - Simplex  
 Ballast Pumps, No. and size Two 7" x 8" 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 One 2-1/2" aft. In Pump Room -  
 In Holds, &c. One 2-1/2" P. & S. No. 1 Hold; One 3" P. & S. No. 2 Hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 4"  
 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 No - some to fabricated steel stools. Are they fitted with Valves or Cocks Yes  
 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 No 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 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

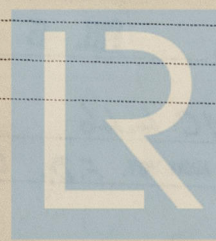
## SPARE GEAR.

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*

Manufacturer.



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Lloyd's Register  
 Foundation

014604 - 014618 - 0028



R'pt.  
Rpt. 4

See Montreal Report No. 6798

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

1946 - January 7, 8, 9, 12, 17; March 27, 28, 29, 30; April 1, 2, 3, 4

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Dates of Examination of principal parts - Cylinders Slides Covers  
Pistons Please see Montreal Report No. 6798  
Crank shaft Thrust shaft 28-3-46 Intermediate shafts 28-3-46  
Tube shaft - - Screw shaft 9-1-46 Propeller 9-1-46  
Stern tube 8-1-46 Engine and boiler seatings 28-3-46 Engines holding down bolts 28-3-46  
Completion of fitting sea connections 12-1-46  
Completion of pumping arrangements 2-4-46 Boilers fixed 11-2-46 Engines tried under steam 2-4-46  
Main boiler safety valves adjusted 2-4-46 Thickness of adjusting washers P.Blr. (P. 37/64" S. 1/2" S.Blr. (P. 33/64" S. 39/64"  
Crank shaft material O.H. Steel Identification Mark Lloyds 2160 Thrust shaft material O.H. Steel Identification Mark Lloyds 4285  
Intermediate shafts, material O.H. Steel Identification Marks 27-12-45 M.D. 9-7-45 J.H.N. Tube shaft, material - - Identification Mark - -  
Screw shaft, material O.H. Steel Identification Mark Lloyds A. 94  
Steam Pipes, material S.D. Steel Test pressure 600 lbs. Date of Test 1-4-46  
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 S.S. "Ottawa Paget" - Ver. Report No. 6822

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 plans, 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 Specifications have been fully complied with and this work has been satisfactorily carried out.

The machinery of this vessel is eligible, in our 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. 6798

The amount of Entry Fee ... £ : : When applied for,  
Special Ver. \$ 100.00 : 17 Apr. 1946  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) Ver. \$ 60.00 :  
Owner's Representation charged on Hull Report.

AB Gill  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 5 JUL 1946

Assigned + LMC 4.46  
Fitted for oil fuel 4.46 FLASH POINT ABOVE 150°F. F.D. O.G.

