

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 6 JAN 1943

Date of writing Report July 3rd 1942 When handed in at Local Office July 3rd 1942 Port of MONTREAL - QUE.

No. in Survey held at MONTREAL, QUE. Date, First Survey 23rd April 1942 Last Survey 29th June 1942  
 Reg. Book. on the S/S "Ocean Seaman" (Number of Visits 31)

Built at SOUTH PORTLAND, ME. By whom built TODD-BATH SHIPBUILDING COMPANY Yard No.            When built 1942

Engines made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS LTD. Engine No. 71 When made 1942

Boilers made at            By whom made            Boiler No.            When made           

Registered Horse Power            Owners            Port belonging to           

Nom. Horse Power as per Rule 504 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended           

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 76

Dia of Cylinders 24 1/2 x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14.07 14.00 Crank pin dia. 14 1/2" Crank webs Mid. length breadth            Thickness parallel to axis 9" & 9 1/2" L.P.  
 as fitted 14 1/2" Mid. length thickness            shrunk Thickness around eye-hole 6.625

Intermediate Shafts, diameter as per Rule 13.2 13.32 Thrust shaft, diameter at collars as per Rule 13.82 16.00  
 as fitted 13.5 as fitted 14.25

Tube Shafts, diameter as per Rule            Screw Shaft, diameter as per Rule 14.075 16.86  
 as fitted            as fitted 15.25 Is the {tube} shaft fitted with a continuous liner { Yes

Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the propeller boss Yes as fitted .78125" as fitted .68" Solid -  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner tight fit -  
 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           

Propeller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.  
 Length of Bearing in Stern Bush next to and supporting propeller 61"

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. Two Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed {No. and size} Pumps connected to the {No. and size} Main Bilge Line {How driven} 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             
 In 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, No. and size             
 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 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             
 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 S)—Total Heating Surface of Boilers 7140 square feet -  
 Which Boilers are fitted with Forced Draft All three - Which Boilers are fitted with Superheaters All three -  
 No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 220 lbs. per square inch -  
**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            Main Boilers            Auxiliary Boilers            Donkey Boilers             
 (If not state date of approval)

Superheaters            General Pumping Arrangements            Oil fuel Burning Piping Arrangements           

### SPARE GEAR.

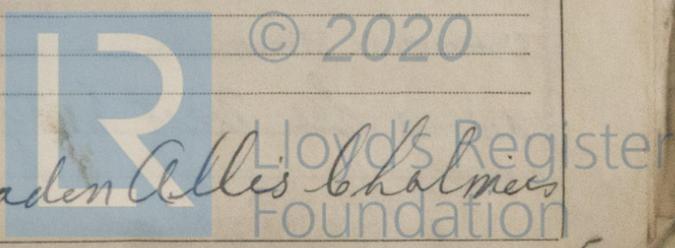
Has the spare gear required by the Rules been supplied             
 State the principal additional spare gear supplied           

The foregoing is a correct description

*L. P. Brady*

Manufacturer.

*Canadian Allis-Chalmers*



W256-0274

23, 24, 29, 30th April, 1942, 1, 4, 5, 7, 8, 11, 12, 13, 15, 18, 20, 23rd May, 1942, 1, 3, 5, 8, 10, 11,

Dates of Survey while building  
During progress of work in shops - - 12, 13, 17, 20, 22, 24, 26, 27, 29th June, 1942 -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 11-6-42, 13-6-42, 20-6-42 Slides 11-6-42, 13-6-42, 20-6-42 Covers 11-6-42, 13-6-42, 20-6-42

Pistons 11-6-42, 13-6-42, 20-6-42 Piston Rods 15-6-42 Connecting rods 10-6-42

Crank shaft 29-6-42 Thrust shaft 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.S Identification Mark 4063 H.G.S. Thrust shaft material Identification Mark

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 No 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 "FORT TADOUSSAC" & S/S "FORT CHAMBLY"

General Remarks (State quality of workmanship, opinions as to class, &c. This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved Plans. The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures. This ENGINE has now been shipped to MESSRS. TODD BATH SHIPBUILDING COMPANY, SOUTH PORTLAND, ME., for installation and official trials. It is recommended for the favourable consideration of the Committee that the record of \* L.M.C. (with date) be made in the Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 30.00 } When applied for, Aug 6 1942  
Special ... £ 267.00 }  
Donkey Boiler Fee ... £ } When received,  
Travelling Expenses (if any) £ 36.00 } 19

H. G. Saunders  
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK NOV 17 1942

Committee's Minute  
Assigned See first entry Report.

