

Halifax N.S.

(Number of Visits 27

Tons { Gross 2,300  
Net  
When built 1918

when made 1918

when made 1918

Port belonging to

Is Electric Light fitted *Yes*

No. of Cranks 3 ✓

as per rule 11.8 ✓ Material of } *Steel*  
Dia. of Screw shaft as fitted 12 ✓ screw shaft }

Is the after end of the liner made water tight

*If the liner does not fit tightly at the part*

*If two*

Length of stern bush 48" ✓

Years 11.5 ✓ Dia. of screw 14.5 ✓ Pitch of Screw 1.5 x 8.5 ✓ No. of Blades 4 ✓ State whether moveable ☒ Total surface 64.5 ✓

2. of Bilge pumps 2 ✓ Diameter of ditto 3.5" Stroke 20" Can one be overhauled while the other is at work 42

Engine Room 2 x 3", Tunnel 1 x 3" ✓ In Holds, &c. Forepeak 1 x 2½", No. hold 2 x 3", Tank space 2 x 4"

No. of Bilge Injections 1 sizes 6" Connected to ~~condenser~~ to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size Yes 1 1/4"

re all connections with the sea direct on the skin of the ship *Yes* ✓ Are they Valves or Cocks *Both* ✓

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*

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

the Screw Shaft Tunnel watertight Yes ✓ Is it fitted with a watertight door Yes ✓ worked from Yes ✓

[illegible]

in each boiler he worked separately	Area of fire grate in each boiler	No. and Description of Safety Valves to

<i>Smallest distance between boilers or uptakes and bunkers or woodwork</i>	<i>Mean dia. of boilers</i>	<i>Length</i>	<i>Material of shell plates</i>
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na seams	Diameter of rivet holes in long seams	Pitch of rivets	Lap of plates or width of butt straps
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No.	Description of Furnaces in each boiler	Material	Outside diameter
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...
11	...	...	...
12	...	...	...
13	...	...	...
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36	...	...	...
37	...	...	...
38	...	...	...
39	...	...	...
40	...	...	...
41	...	...	...
42	...	...	...
43	...	...	...
44	...	...	...
45	...	...	...
46	...	...	...
47	...	...	...
48	...	...	...
49	...	...	...
50	...	...	...
51	...	...	...
52	...	...	...
53	...	...	...
54	...	...	...
55	...	...	...
56	...	...	...
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77	...	...	...
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79	...	...	...
80	...	...	...
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84	...	...	...
85	...	...	...
86	...	...	...
87	...	...	...
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89	...	...	...
90	...	...	...
91	...	...	...
92	...	...	...
93	...	...	...
94	...	...	...
95	...	...	...
96	...	...	...
97	...	...	...
98	...	...	...
99	...	...	...
100	...	...	...

[illegible]

Each of stays to ditto: Sides	Back	Top	1) stays are fitted with nuts or, better, heads	2) stay to stay
1	1	1	connected by each stay	Working pressure by rules
				End plates in steam space:

arterial	Thickness	Pitch of stays	How are stays secured	Working pressure by rules
Small end	Supports	Working pressure by rules	Material of Front plates at bottom	

Thickness	Material of Lower back plate	Thickness	Greatest pitch of staves

Run across wide water spaces	Working pressures by rules	Stresses to strains
1	2	3
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
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21	21	21
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94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100

Working pressure by rules	Steam dome description of joint to sheet	Material	Description of longitudinal joint	Diam. of rivet holes
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PERH4TER m Date of Approval of Plan Tested by Hydraulic Pressure to

<i>Diameter of Safety Valve</i>	<i>Pressure to which each is adjusted</i>	<i>Is Fasing Gear fitted</i>
1 1/2	100	
2	120	
2 1/2	150	
3	180	
3 1/2	200	
4	220	
4 1/2	240	
5	260	
5 1/2	280	
6	300	
6 1/2	320	
7	340	
7 1/2	360	
8	380	
8 1/2	400	
9	420	
9 1/2	440	
10	460	
10 1/2	480	
11	500	
11 1/2	520	
12	540	
12 1/2	560	
13	580	
13 1/2	600	
14	620	
14 1/2	640	
15	660	
15 1/2	680	
16	700	
16 1/2	720	
17	740	
17 1/2	760	
18	780	
18 1/2	800	
19	820	
19 1/2	840	
20	860	
20 1/2	880	
21	900	
21 1/2	920	
22	940	
22 1/2	960	
23	980	
23 1/2	1000	
24	1020	
24 1/2	1040	
25	1060	
25 1/2	1080	
26	1100	
26 1/2	1120	
27	1140	
27 1/2	1160	
28	1180	
28 1/2	1200	
29	1220	
29 1/2	1240	
30	1260	
30 1/2	1280	
31	1300	
31 1/2	1320	
32	1340	
32 1/2	1360	
33	1380	
33 1/2	1400	
34	1420	
34 1/2	1440	
35	1460	
35 1/2	1480	
36	1500	
36 1/2	1520	
37	1540	
37 1/2	1560	
38	1580	
38 1/2	1600	
39	1620	
39 1/2	1640	
40	1660	
40 1/2	1680	
41	1700	
41 1/2	1720	
42	1740	
42 1/2	1760	
43	1780	
43 1/2	1800	
44	1820	
44 1/2	1840	
45	1860	
45 1/2	1880	
46	1900	
46 1/2	1920	
47	1940	
47 1/2	1960	
48	1980	
48 1/2	2000	
49	2020	
49 1/2	2040	
50	2060	
50 1/2	2080	
51	2100	
51 1/2	2120	
52	2140	
52 1/2	2160	
53	2180	
53 1/2	2200	
54	2220	
54 1/2	2240	
55	2260	
55 1/2	2280	
56	2300	
56 1/2	2320	
57	2340	
57 1/2	2360	
58	2380	
58 1/2	2400	
59	2420	
59 1/2	2440	
60	2460	
60 1/2	2480	
61	2500	
61 1/2	2520	
62	2540	
62 1/2	2560	
63	2580	
63 1/2	2600	
64	2620	
64 1/2	2640	
65	2660	</

Character of Supply Notes



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

Two main bearing bolts  
One set coupling bolts  
One set piston springs  
Iron of various sizes  
One set circulating pump valves  
Twenty five condenser tubes

Two connecting rod top end bolts and nuts  
Two connecting rod bottom end bolts and nuts  
One set feed & bilge pump valves  
Quantity of assorted bolts & nuts  
One propeller  
One set air pump valves  
Fifty condenser ferrules

The foregoing is a correct description.

ROBB ENGINEERING WORKS, LIMITED

Manufacturer.

Per A. G. Robb  
Dates of Survey while building  
During progress of work in shops -- Oct 26, Nov 28, Dec 19, 1917. Jan 11-29, March 12-13, April 12-13, May 13-14, 1918  
During erection on board vessel -- Sept 13-14 Oct 9-10, Nov 27-28, 1918. Jan 23, March 13-14-18-19, April 3-4-17-19-25  
Total No. of visits 27  
Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders 12-4-18 Slides 12-4-18 Covers 12-4-18 Pistons 13-4-18 Rods 13-4-18  
Connecting rods 13-5-18 Crank shaft 13-5-18 Thrust shaft 13-4-18 Tunnel shafts 21-3-18 Screw shaft 13-4-18 Propeller 14-5-18  
Stern tube 13-5-18 Steam pipes tested 28-11-18 Engine and boiler seatings 14-9-18 Engines holding down bolts 27-11-18  
Completion of pumping arrangements 13-3-19 Boilers fixed 13-3-19 Engines tried under steam 14-3-19  
Completion of fitting sea connections 20-8-18 Stern tube 20-8-18 Screw shaft and propeller 21-8-18  
Main boiler safety valves adjusted 13-3-19 Thickness of adjusting washers Star boiler P 9 3/32 S 1/4. Port boiler P 13 5/8 S 5/8  
Material of Crank shaft Steel Cast steel webs Identification Mark on Do. 239 13-5-18 Material of Thrust shaft Steel Identification Mark on Do. 13-4-18  
Material of Tunnel shafts Steel Identification Marks on Do. 327 13-4-18, 21-3-18 Material of Screw shafts Steel Identification Marks on Do. 104 13-4-18  
Material of Steam Pipes Steel Test pressure 600 lbs  
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 Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel War Hawk.

General Remarks (State quality of workmanship, opinions as to class, &c. These engines have been constructed under special survey in accordance with the Rules. The materials are good and workmanship satisfactory. These engines are being shipped to Liverpool N.S., where it is intended to fit them, together with the boilers, on board the Imperial Maritime Board Wood steamer "War Hawk" and, after being assembled satisfactorily, the vessel will be eligible, in my opinion, to have the record of L.M.C. with date, and recommend the screw shaft be examined annually.

The engines and auxiliary machinery have been satisfactorily fitted on board, and tried under steam. In my opinion they are eligible to receive the record L.M.C. 4-19

Sister vessel  
"War Arrow"

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 4.19. F.D.  
Subject to the screw shaft being specially examined  
at Port of origin before the end of 4.21.  
and the Water tube boilers being surveyed annually

The amount of Entry Fee ... £ \$ 15.00  
Special ... £ 60.00  
Donkey Boiler Fee ... £ 60.00  
Travelling Expenses (if any) £ 40.00  
" " Liverpool \* 78.00

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. AUG. 15, 1919

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Lloyd's Register  
Foundation