

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report April 28th, 1945 When handed in at Local Office March 8th, 1945 Port of Montreal, P.Q.  
 No. in Survey held at Montreal, Que. Date, First Survey Nov. 21st, 1944 Last Survey March 5th, 1945  
 Reg. Book Constant attendance (Number of Visits) Tons {Gross 7348.93  
 on the Steel Single Screw Steamer "RABAUL" (Launched as H.M.S. "OXFORDNESS") Net 4577.35  
 Built at Vancouver, B.C. By whom built West Coast Shipbuilders Ltd. Yard No. 153 When built 1945/46  
 Engines made at Lachine, Que. By whom made Dominion Engineering Works Ltd. Conversion No. 163 Engine No. 201 When made 1944  
 Boilers made at \_\_\_\_\_ By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_  
 Registered Horse Power \_\_\_\_\_ Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_  
 Nom. Horse Power as per Rule 628 651 <sup>NRP 643</sup> <sub>MN 667</sub> Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_  
 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 14.21" Crank pin dia. 14 1/2" Crank webs shrunk Mid. length breadth \_\_\_\_\_ Thickness parallel to axis 9" & 9 1/2" on L.P.  
 as fitted 14.25" Mid. length thickness \_\_\_\_\_ Thickness around eye-hole 7 1/8" & 7 5/8"  
 Intermediate Shafts, diameter as per Rule 13.53" Thrust shaft, diameter at collars as per Rule 14.21"  
 as fitted 13.5" as fitted 14.25"  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule 15.07" Is the axial shaft fitted with a continuous liner { Yes  
 as fitted \_\_\_\_\_ as fitted 15.25" as per Rule .57" Is the after end of the liner made watertight in the  
 Bronze Liners, thickness in way of bushes as per Rule .76" Thickness between bushes as fitted .68125"  
 as fitted .78125" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner solid  
 propeller boss Yes 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 tight fit  
 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 No If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller 61"  
 Propeller, dia 18'6" Pitch 16'0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.  
 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 Pumps { No. and size \_\_\_\_\_ Pumps connected to the { No. and size \_\_\_\_\_  
 { 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 \_\_\_\_\_ In Holds, &c. \_\_\_\_\_  
 In Pump Room \_\_\_\_\_

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 \_\_\_\_\_) 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 250 lbs/sq. in. (Spht. 230 lbs/sq. in.)  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? \_\_\_\_\_ If so, is a report now forwarded? \_\_\_\_\_  
 IS A DONKEY BOILER FITTED? \_\_\_\_\_  
 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  
 Dominion Engineering Works Limited  
 Per: J. J. L. Batten

Manufacturer.



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Lloyd's Register Foundation

003832-003837-0183

Dates of Survey while building { During progress of work in shops - - { From November 21st., 1944 to March 5th., 1945 (Constant Attendance)  
 { During erection on board vessel - - - {  
 Total No. of visits

Dates of Examination of principal parts — Cylinders 2.11.44 1.2.45 15.1.45 Slides 2.11.44 1.2.45 15.1.45 Covers 2.11.44 1.2.45 15.1.45  
 Pistons 1.2.45 15.1.45 Piston Rods 5.3.45 Connecting rods 5.3.45  
 Crank shaft 5.3.45 Thrust shaft 26.1.45 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 4852 B.H.5.3.45 Thrust shaft material O.H. Steel Identification Mark B.H. 26.1.45  
 Intermediate shafts, material O.H. Steel Identification Marks Tube shaft, material -- -- Identification Mark --  
 Screw shaft, material O.H. Steel 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  
 General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey and in conformity with the Societys' Rules and Regulations and Secretary's letters. The scantlings are in accordance with, or equivalent to, those shown on the Approved Plans. The materials and workmanship are good and the H.P, M.P. and L.P. cylinders were hydrostatically tested to 330, 110, and 30 lbs. pressure per square inch respectively and found sound and tight at those pressures.

This ENGINE has now been shipped to WARTIME MERCHANT SHIPPING LIMITED, c/o G.H. Cottrell, Vancouver 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 trials.

Certificate to be sent to

The amount of Entry Fee ... \$ 30 :<sup>00</sup>  
 Special ... \$ 267 :<sup>00</sup>  
 Donkey Boiler Fee ... \$ :<sup>00</sup>  
 Travelling Expenses (if any) \$ 20 :<sup>00</sup>  
 ) When applied for, ( 26 June 45  
 ) When received, ( 5.12.45 VCR  
 ) 21.12.45 RR

B. Hardy  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 10 JAN 1947

Committee's Minute  
 Assigned See F.E. mch. rpt.