

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report **May 21st 1945** When handed in at Local Office **May 21st 1945** Port of **Vancouver, B.C.**
No. in Survey held at **Vancouver, B.C.** Date, First Survey **Feb. 13th, 1945** Last Survey **May 9th 1945**
Reg. Book (Number of Visits **33**)
on the **Steel Single Screw Steamer S.S. "RUPERT PARK"** Tons {Gross **7147.68**
Net **4214.11**
Built at **Vancouver, B.C.** By whom built **Burrard Dry Dock Co.** Yard No. **232** When built **1945**
Engines made at **Lachine, Que.** By whom made **Dominion Engineering Works** Engine No. **199** When made **1945**
Boilers made at **Vancouver, B.C.** By whom made **Dominion Bridge Co.** Boiler No. **825-818** When made **1945**
Registered Horse Power **229** Owners **Minister of Munitions & Supply of Canada (Mgrs. Park Steamship Co. Ltd., Montreal)** Port belonging to **Montreal**
Nom. Horse Power as per Rule **505** 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 Superheat to 575° F.** Revs. per minute **76**
Dia. of Cylinders **24½" x 37" x 70"** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**
Crank shaft, dia. of journals as per Rule **13.99"** Crank pin dia. **14.25"** Crank webs Mid. length breadth **--** Thickness parallel to axis **9" & 9½" L.P.**
as fitted **14.25"** Mid. length thickness **--** Thickness around eye-hole **7½" Pin**
Intermediate Shafts, diameter as per Rule **13.33"** as fitted **13.5"** Thrust shaft, diameter at collars as per Rule **13.99"** as fitted **14.25"** **7½" Journal**
Tube Shafts, diameter as per Rule **--** as fitted **--** Screw Shaft, diameter as per Rule **14.87"** as fitted **15.25"** Is the **--** shaft fitted with a continuous liner **Yes**
Bronze Liners, thickness in way of bushes as per Rule **.75"** as fitted **.78125"** Thickness between bushes as per Rule **.565"** as fitted **.68"** Is the after end of the liner made watertight in the propeller boss **Yes**
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Continuous**
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 **Tight Fit**
Shaft **No** If so, state type **--** Length of Bearing in Stern Bush next to and supporting propeller **61" (Ryertex)**
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 **4½"** Stroke **26"** Can one be overhauled while the other is at work **Yes**
Feed (No. and size **Two - 8" x 10½" x 22"** Pumps connected to the { No. and size **One 10" x 12" x 10"** Two **4½" dia. Rams.**
Pumps (How driven **Steam Weir Simplex** Main Bilge Line { How driven **Duplex Steam** **M.E.**
Ballast Pumps, No. and size **One 10" x 12" x 10" Duplex** Lubricating Oil Pumps, including Spare Pump, No. and size **None**
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 3" P&S in Eng. Rm., One 3" P&S in Blr. Rm., One 2" dia. Thrust Recess, One 2½"**
3" P&S No. 4 Dry Tank, One 3" P&S After Cofferdam, One 5" P&S Deep Tank In Holds, etc. **One each P&S 3" dia. Nos. 1, 2, 3, 4, 5 Holds**
Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 9" Dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size **One 5" Dia. Starb.** 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 C.S.** 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 plug and brass covering plate **Yes**
What Pipes pass through the bunkers **D.B. Tank Air & Sounding Pipes** How are they protected **Steel Casings**
What pipes pass through the deep tanks **D.B. Tank Air Pipes Only** Have they been tested as per Rule **Yes**
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 **Yes** Is it fitted with a watertight door **No** worked from **--**

MAIN BOILERS, &c.—(Letter for record **s**) Total Heating Surface of Boilers **7140 sq. ft.**
Which Boilers are fitted with Forced Draft **All** Which Boilers are fitted with Superheaters **All**
No. and Description of Boilers **3 Single Ended Multitubular** Working Pressure **220 lbs. per sq. 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 Scaffolding **approved in U.K.** Main Boilers **Aug. 25/43** Auxiliary Boilers **--** Donkey Boilers **--**
(If not state date of approval)
Superheaters **Nov. 6th, 1941** General Pumping Arrangements **Sept. 15th, 1943** Oil fuel Burning Piping Arrangements **Sept. 15, 1943**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**

State the principal additional spare gear supplied

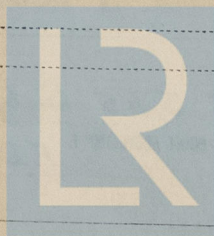
As per List forwarded with Vancouver Report No. 6426 - S.S. "WINONA PARK"

The foregoing is a correct description

Burrard Dry Dock Company, Limited

Shipbuilders
Manufacturers.

President



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Lloyd's Register
Foundation

014604-014618-0323

Dates
of Survey
while
building

During progress of
work in shops - -

See Montreal Report No.6467 attached herewith

During erection on
board vessel - -

(Feb.13,15,19, March 1,2,12,13,15,19,22,26,29
April 2,3,4,5,6,7,9,10,11,12,16,19,21,26,27,30 May 1,2,3,4,7.

Total No. of visits 33

Dates of Examination of principal parts - Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

March 26th, 1945

Intermediate shafts

March 26th, 1945

Tube shaft

Screw shaft

Feb. 15th 1945

Propeller

Feb. 15th, 1945

Stern tube

Feb.13th, 1945

Engine and boiler seatings

Feb.12th,1945

Engines holding down bolts

April 9th, 1945

Completion of fitting sea connections

Feb.19th,1945

Completion of pumping arrangements

April 30th,1945

Boilers fixed

March 12th,1945

Engines tried under steam

May 1st,1945

Main boiler safety valves adjusted

May 1st,1945

Thickness of adjusting washers

Port Centre Starboard
P15/16" S13/32"-P21/32" S19/32- P19/32"

Crank shaft material O.H.Steel

Identification Mark

Lloyd's 4850 2-2-45 B.H.

Brust shaft material

O.H.Steel

Identification Mark

Lloyd's 9352 28-9-44

Intermediate shafts material

O.H.Steel

Identification Mark

Lloyd's 9371 TM 29-9-44

Identification Mark

Lloyd's 9372 TM 29-9-44

Identification Mark

Lloyd's 9374 TM 29-9-44

Screw shaft, material

O.H.Steel

Identification Mark

Lloyd's 9373 TM 29-9-44

Identification Mark

Lloyd's 9350 TM 22-9-44

Identification Mark

Lloyd's 9349 TM 29-9-44

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

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If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

No

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel

S.S. "WINONA PARK" (Ver. Report

No.6426)

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 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 Notation of *LMC 5,45 Screw Shaft C.L. 3 S.E. Blrs. 220 Lbs.(Spt.) F.D. Fitted for Oil Fuel 5,45 Flash point above 150°F.

Subject to the port furnace of centre boiler being renewed within twelve months before the end of May, 1946, also to the after end of Ryertex lined stern bush being again examined in dry dock before the end of May, 1946, and to the masthead and sidelight wiring and all other P.V.C. cables fitted on deck, being examined within two years before the end of May, 1947.

Montreal Fees charged in Montreal Report No.6467

The amount of Entry Fee ... \$:
Special Ver. ... \$ 133.00
Donkey Boiler Fee ... \$:
Travelling Expenses (if any) \$ 20.00

When applied for,
May 15 1945
When received,
19

R.B.M. Coleman and A.M. Pomeroy (Acting)
Engineer Surveyors to Lloyd's Register of Shipping.

FRI. 3. AUG 1945

Committee's Minute

Assigned + LMC 5,45 Subject Spt.
FITTED FOR OIL FUEL 5,45 FLASH POINT ABOVE 150°F. F.D. C.L.



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