

4. REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report March 15, 1945 When handed in at Local Office Feb. 10, 1945 Port of Montreal, Que.
 No. in Survey held at Montreal, Que. Date, First Survey Nov. 8, 1944 Last Survey Feb. 5, 1945
 Reg. Book Constant attendance (Number of Visits)
 on the Single Screw Steamer "RUPERT PARK" Tons {Gross 7147.68 Net 4214.11
 Built at Vancouver, B. C. By whom built Burrard Dry Dock Co. Ltd. Yard No. 232 When built
 Engines made at LACHINE, Que. By whom made DOMINION ENGINEERING WORKS LIMITED Engine No. 199 When made 1944-45
 Boilers made at By whom made Boiler No. When made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 628 505 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 Crank 3 9" & 9 1/2" on L.P.
 Crank shaft, dia. of journals as per Rule 14.21" Crank pin dia. 14 1/2" Crank webs Mid. length breadth — shrunk Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule 13.53" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 14.21" as fitted 14.25" Thickness around eye-hole 7 1/8" & 7 5/8"
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 15.07" as fitted 15.25" Is the screw shaft fitted with a continuous liner {Yes
 Bronze Liners, thickness in way of bushes as per Rule .76" as fitted .78125" Thickness between bushes as per Rule .57" as fitted .68125" 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 Solid
 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. Yes 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
 Pumps {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 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) 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? 220 lbs.
 IS A DONKEY BOILER FITTED? 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
 Dominion Engineering Works Limited

er:

Manufacturer.



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Lloyd's Register
Foundation

014604-014618-0324

Dates of Survey while building { During progress of work in shops - { From November 8th, 1944 to February 5th, 1945 (Constant attendance) During erection on board vessel - - - } Total No. of visits

Dates of Examination of principal parts - Cylinders 5.1.45 6.6.44 30.11.44 Slides 5.1.45 6.6.44 30.11.44 Covers 5.1.45 6.6.44 30.11.44
Pistons 6.6.44 30.11.44 5.1.45 Piston Rods 2.2.45 Connecting rods 2.2.45
Crank shaft 2.2.45 Thrust shaft 18.1.45 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 Lloyd's 4850 B.H. 2.2.45 Thrust shaft material O.H. Steel Identification Mark Lloyd's 18
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 Society's 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. & 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 VANCOUVER, B.C. 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 Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... \$ 30 : 00 :
Special ... \$ 267 : 00 :
Donkey Boiler Fee ... \$:
Travelling Expenses (if any) \$ 19 : 50 :
When applied for, apl. 25.19.45
When received, 15.5.45 VCR
RR

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

Committee's Minute FRL 3 AUG 1945
Assigned Su F.E. machy. rpt.