

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 NOV 1944

Date of writing Report June 16, 1944 When handed in at Local Office June 1, 1944 Port of Montreal, Que.

No. in Survey held at Montreal, Que. Date, First Survey May 10, 1944 Last Survey May 29, 1944

Reg. Book. Constant attendance (Number of Visits) 7163.10

on the Single Screw Steamer "RICHMOND PARK" Tons 4218.73

Built at North Vancouver, B.C. By whom built North Van Ship Repairs, Ltd. Yard No. 144 When built 1944

Engines made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS LIMITED Engine No. 373 When made 1944

Boilers made at LACHINE, QUE. By whom made CANADIAN ALLIS-CHALMERS LIMITED Boiler No. 144 When made 1944

Registered Horse Power 628 Owners Port belonging to

Com. Horse Power as per Rule 628 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended See Ver 6306

**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 Mid. length breadth - Thickness parallel to axis 9" & 9 1/8"

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"

Tube Shafts, diameter as per Rule - 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" Thickness between bushes as per Rule .57" 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? Yes

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 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 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. (Sph. 230 lbs./sq.in.)

IS A REPORT ON MAIN BOILERS NOW FORWARDED? -

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  
Canadian Allis-Chalmers Limited

Per [Signature] Manufacturer.



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010424-010932-0083



May 10, 1944 to May 29, 1944 (Constant attendance)

Dates  
of Survey  
while  
building

During progress of  
work in shops - -

During erection on  
board vessel - - -

Total No. of visits

Dates of Examination of principal parts — Cylinders 11.5.44 8.5.44 9.5.44 Slides 11.5.44 8.5.44 9.5.44 Covers 11.5.44 8.5.44 9.5.44

Pistons 11.5.44 9.5.44 8.5.44 Piston Rods 26.5.44 Connecting rods 17.5.44

Crank shaft 26.5.44 Thrust shaft 26.5.44 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 3300 H.P. 26.5.44 Thrust shaft material O.H. Steel Identification Mark Lloyd's H.P. 26.5.44

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. 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 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 amount of Entry Fee ... \$ 30 :  
Special ... \$ 267 :  
Donkey Boiler Fee ... \$ :  
Travelling Expenses (if any) \$ 12 :  
When applied for, 28-10-44  
When received, 21-11-44  
19

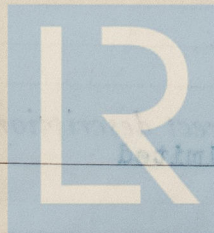
Committee's Minute

Assigned

FRI, 10 NOV 1944

see minute on  
DE Rpt.

Engine Surveyor to Lloyd's Register of Shipping.



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