

SUBJECT TO ALL STATUTORY TESTS IN ACCORDANCE WITH THE REGULATIONS.

SOUIS RÉSERVÉ DES ESSAIS PRÉSCRITS PAR LES RÈGLEMENTS.

SUBJECT TO THE COMPLETED INSTALLATION BEING TO THE SATISFACTION OF THE STEAMSHIP INSPECTOR.

SOUIS RÉSERVÉ QUE L'INSTALLATION DES NAVIRES À VAPEUR APPROUVÉE L'INSTALLATION UNE FOIS CELLE-CI TERMINÉE.

DRAWING TO BE USED FOR GUIDANCE ONLY
ALL MEASUREMENTS SHALL BE VERIFIED BY CONTRACTOR

Transport Canada
Canada

NOTED - NOTE

ON THE AUTHORITY OF THE CANADA SHIPPING ACT AND REGULATIONS MADE BY THE PARLIAMENT OF CANADA

ON BEHALF OF THE BOARD OF STEAMSHIP INSPECTION, DE-PAPEUR, MINISTRE DES TRANSPORTS.

MAY 14 2014

DATE

Fisheries and Oceans Canada
Pêches et Océans Canada

Canadian Coast Guard
Garde côtière Canadienne

Vendor Information / Sous-traitant

1) CONTRACTOR TO USE ALL CERTIFIED LIFTING TACKLE WITHIN SAFE WORKING LOADS.

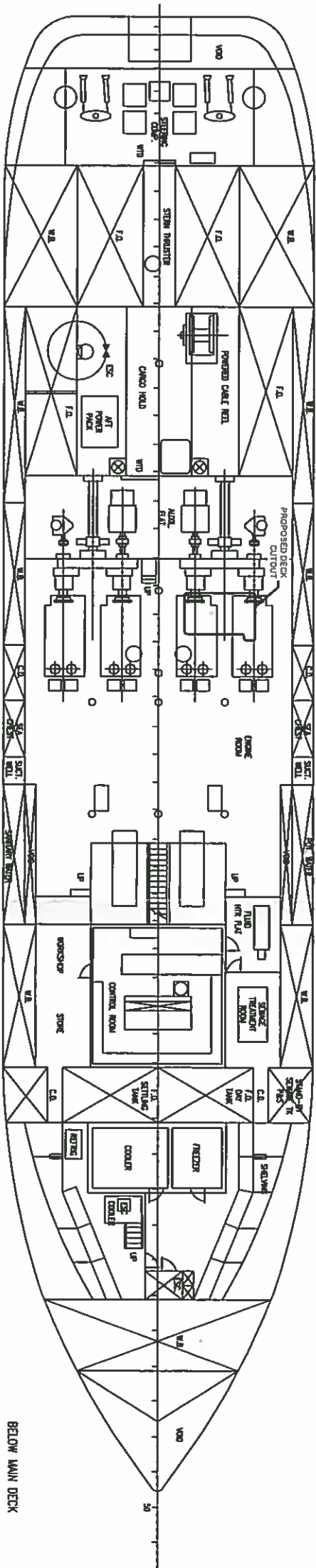
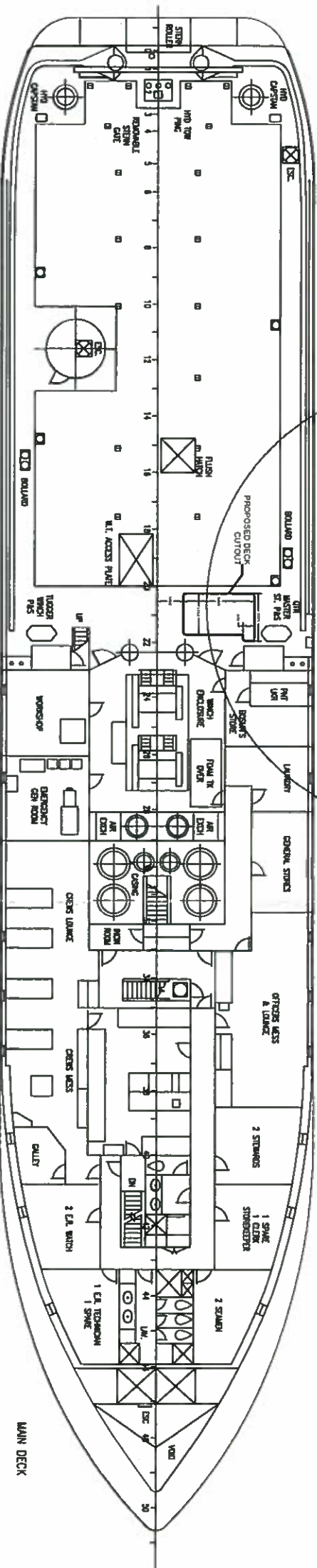
2) CONTRACTOR TO USE SHORE CRANE FOR LIFTING OF ENGINE.

3) CONTRACTOR TO VERIFY ALL MEASUREMENTS ONBOARD.

4) ENGINE BLOCK ASSEMBLY TO BE LIFTED USING WARTSILA SUPPLIED LIFTING LUGS IN ACCORDANCE WITH WARTSILA GUIDELINES.

5) ENGINE BLOCK ASSEMBLY DETAILS:

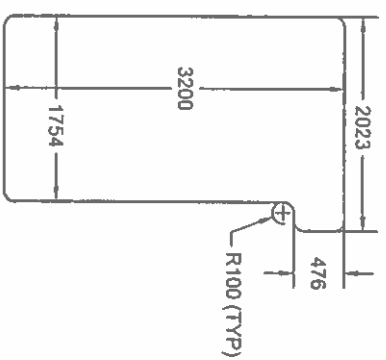
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LENGTH 2.845 M
WIDTH 1.350 M
HEIGHT 1.255 M



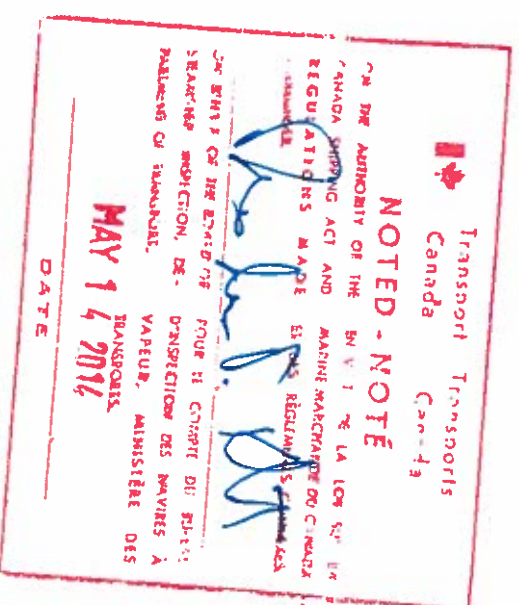
CCGS SAMUEL RISLEY
MAIN ENGINE #1

M.E. #1 REMOVAL AND
INSTALLATION

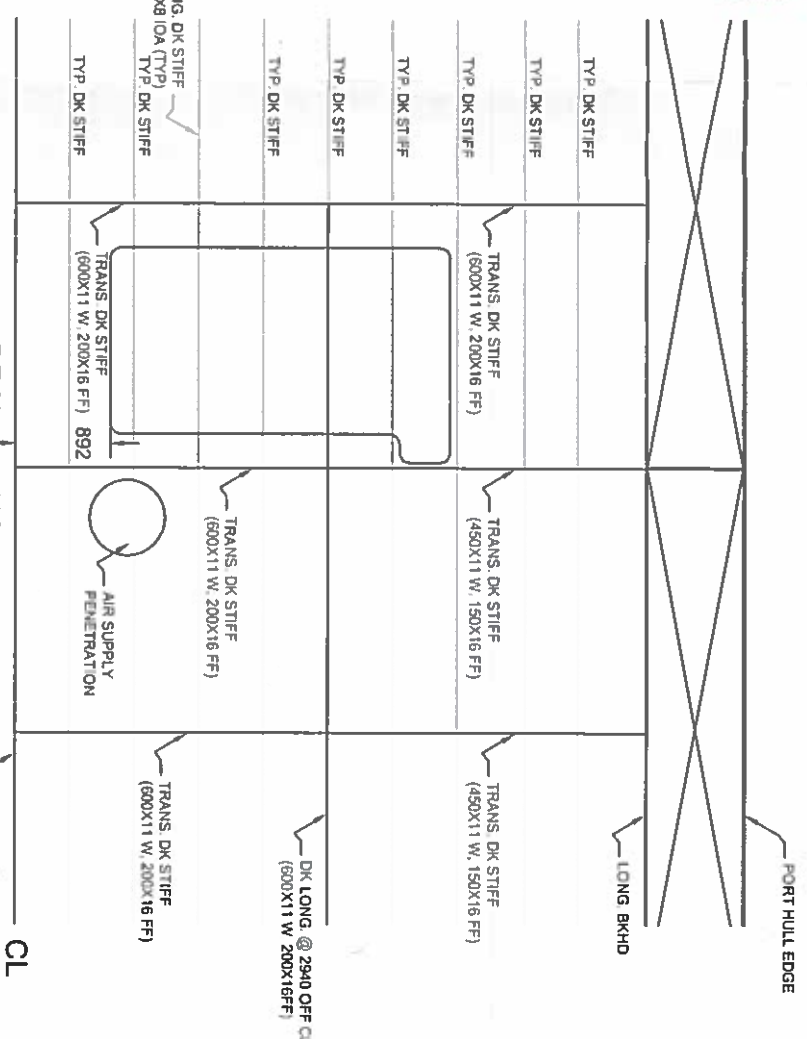
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designed - conception	C.JENSEN	08-05-2014	date
checked - vérifié	C.JENSEN	08-05-2014	date
approved - approuvé	C.JENSEN	08-05-2014	date
CCG ref. no. - no. réf. GCC			
drawing no. - no. dessin	S030-ENGINE_OVERHAUL-01	01/05	0



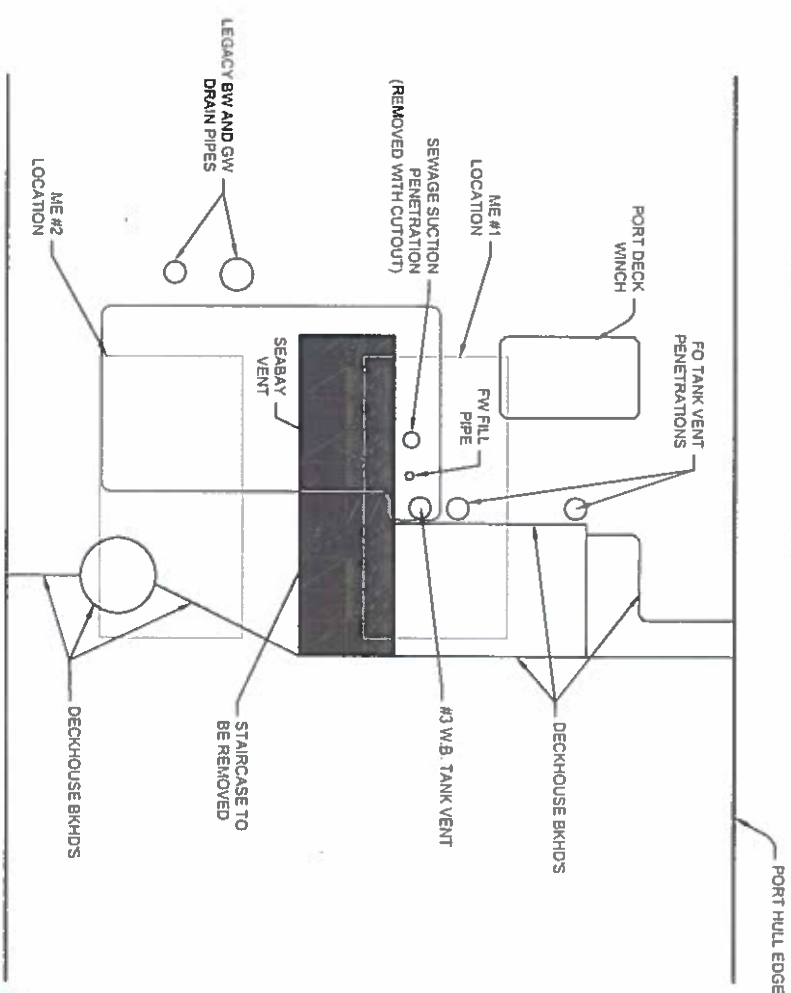
DIMENSIONS OF CUTOUT



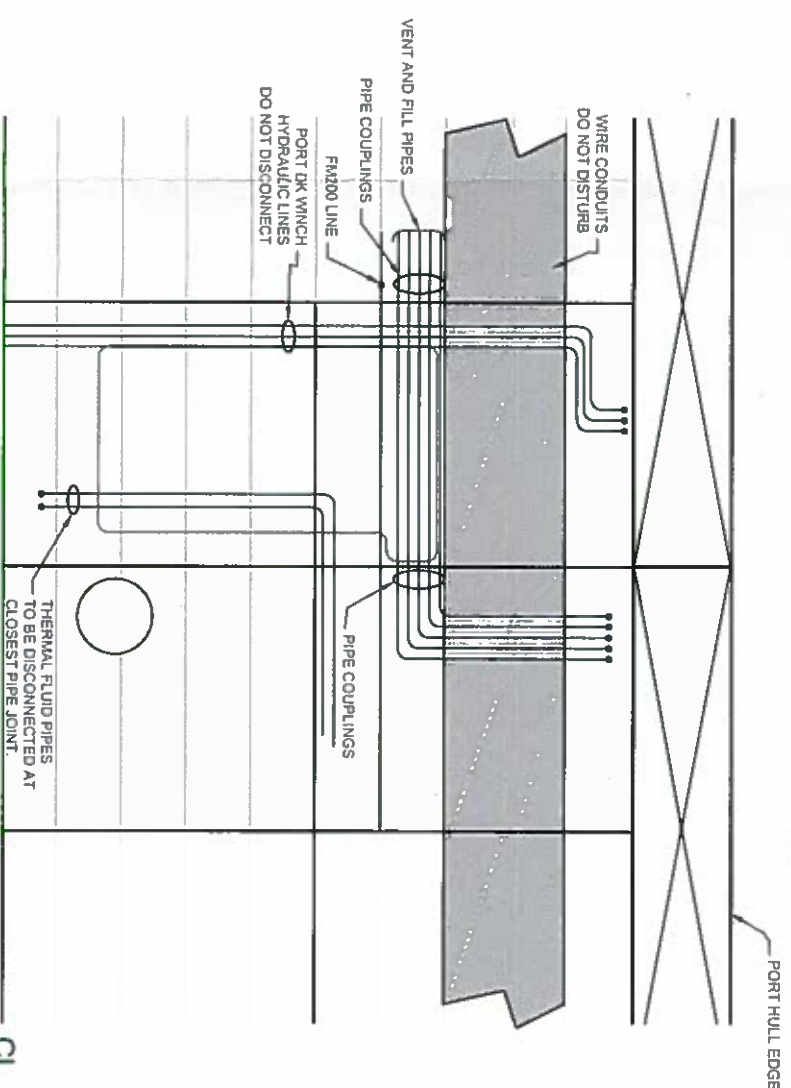
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DECK STRUCTURE



LAYOUT ABOVE DECK



PIPING LAYOUT AT DECKHEAD

	Fisheries and Oceans Canada		Pêches et Océans Canada
	Canadian Coast Guard		Garde côtière Canada

Vendor Information / Sous-traitant

- 1) CONTRACTOR SHALL USE EITHER MECHANICAL TOOLS OR TORCH TO CUT DECK PLATE AND SHALL ENSURE A CLEAN CUT WITH SMOOTH EDGES.
- 2) CONTRACTOR SHALL GRID HOLE PERIMETER ON BOTH DECK AND REMOVED PLATE TO ENSURE SMOOTH EDGES TO PREVENT SAFETY HAZARD.
- 3) CONTRACTOR TO VERIFY ALL MEASUREMENTS ONBOARD.
- 4) ALL AREAS IN/TO THE DECK ACCESS HOLE SHALL BE PROTECTED PRIOR TO CUTTING TO ENSURE NO DAMAGE TO SURROUNDING AREAS.
- 5) ALL PIPE DISCONNECTIONS SHALL BE DONE AT THE MOST CONVENIENT PIPE JOINT NOT IN/TO THE ACCESS HOLE. EACH DISCONNECTED PIPE SHALL BE CAPPED.
- 6) ALL REMOVED PIPES SHALL BE STORED IN ACCORDANCE WITH THE TSDR.
- 7) STAIRS TO BE REMOVED AND STORED TO PREVENT DAMAGE. ONCE WORK IS COMPLETE THE STAIRS SHALL BE REINSTALLED TO ORIGINAL CONDITION.

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rev	description	by par	date

Asset - Actif

CCGS SAMUEL RISLEY

MAIN ENGINE #1

Drawing + Design

M.E. #1 REMOVAL AND INSTALLATION

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C.JENSEN	08-05-2014
des gred - conception	
C.JENSEN	08-05-2014
checked - vérifié	
C.JENSEN	08-05-2014
approved - approuvé	

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S030-ENGINE OVERHAUL-01	02/05		

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Canada
Canadian
Coast Guard

Canada
Garde côtière
Canadaïenne

Vendor Information / Sous-traitant

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- 2) CONTRACTOR TO USE SHORE CRANE FOR LIFTING OF ENGINE.
- 3) CONTRACTOR TO VERIFY ALL MEASUREMENTS ONBOARD.
- 4) ENGINE BLOCK ASSEMBLY TO BE LIFTED USING WARTSILA SUPPLIED LIFTING LUGS IN ACCORDANCE WITH WARTSILA GUIDELINES.
- 5) LIFTING LUGS SHOWN IN SUGGESTED LOCATIONS AS DESIGNED BY CCG. CONTRACTOR MAY NOT REQUIRE ALL LIFTING LUGS SHOWN.
- 6) ENGINE TO BE ALIGNED AND INSTALLED ON ENGINE BEDS IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
- 7) REFERENCE SHEET 4 FOR LIFTING LUG DETAILS.

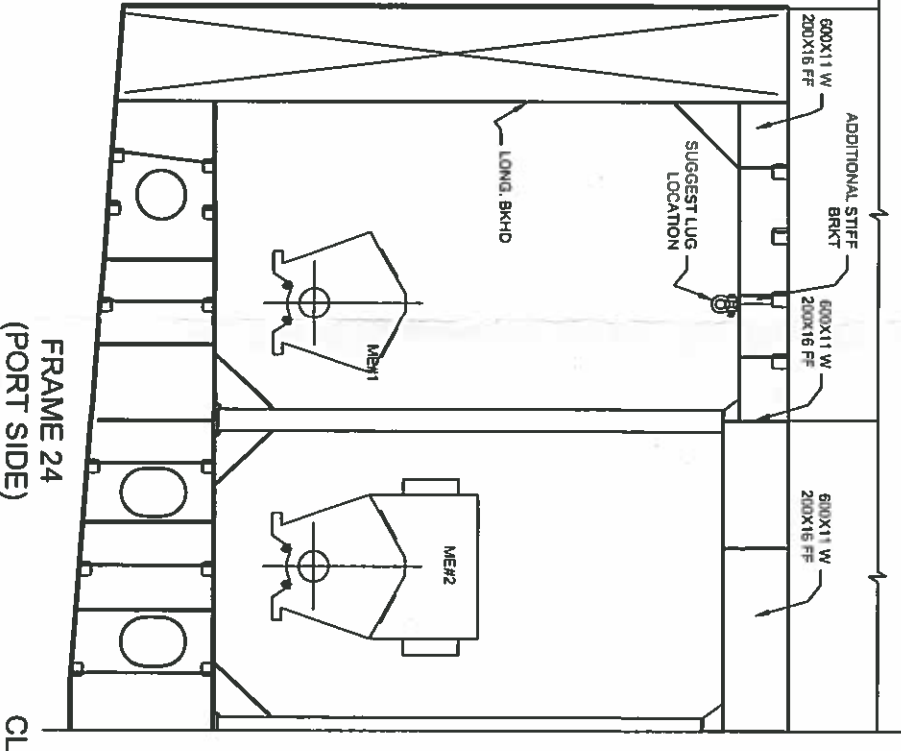
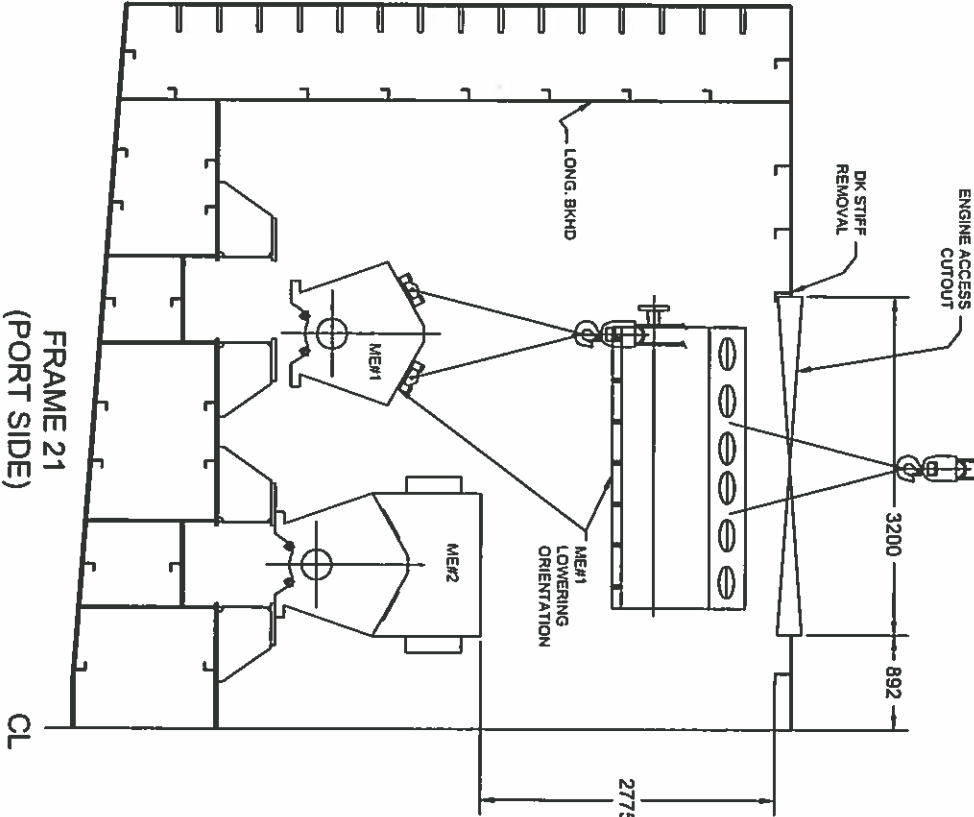
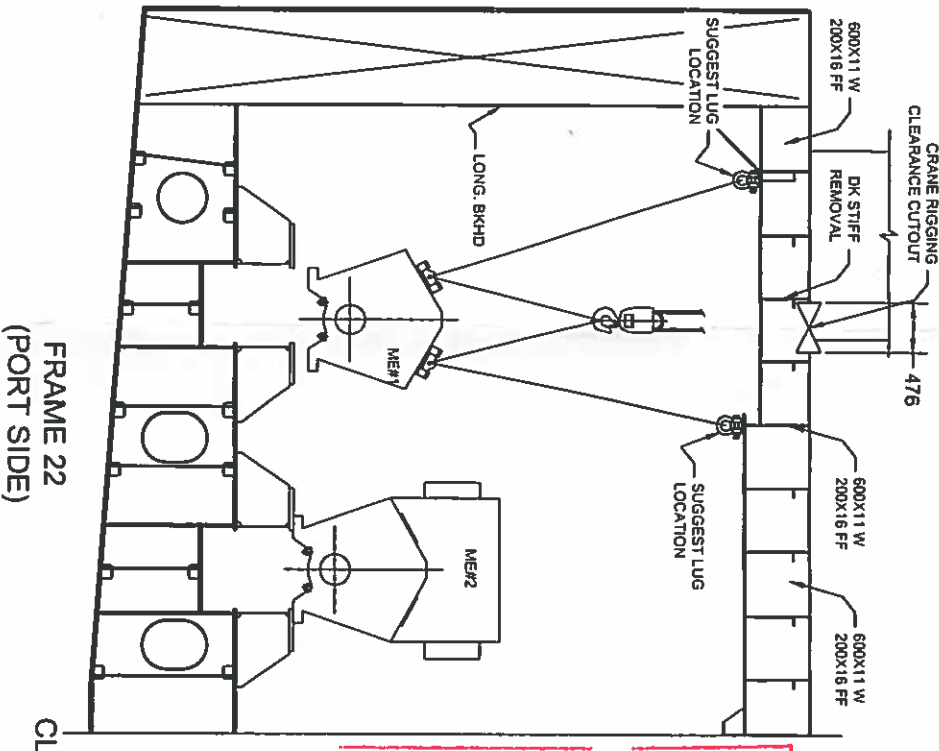
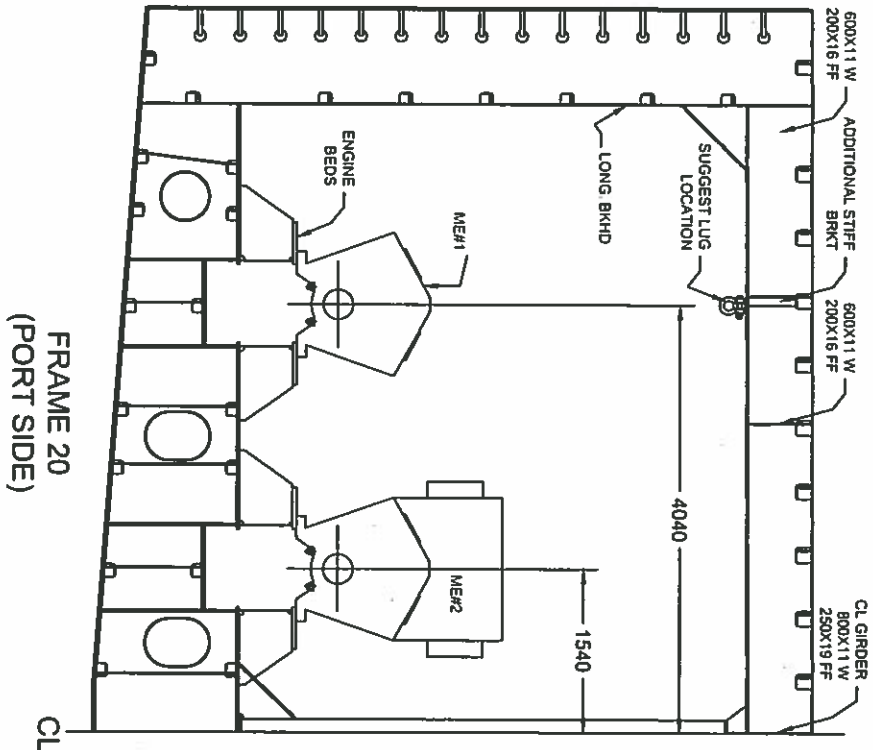
Transport Canada
Canada

NOTED - NOTÉ

ON THE AUTHORITY OF THE CANADIAN SHIPPING ACT AND REGULATIONS MADE THEREUNDER, I HAVE MADE THE FOLLOWING INSPECTION, DE-
PARLEMENT OF TRANSPORT, VAPEUR, MINISTÈRE DES TRANSPORTS.

MAY 14 2014

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CCGS SAMUEL RISLEY
MAIN ENGINE #1

M.E. #1 REMOVAL AND
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Drawing - Dessin

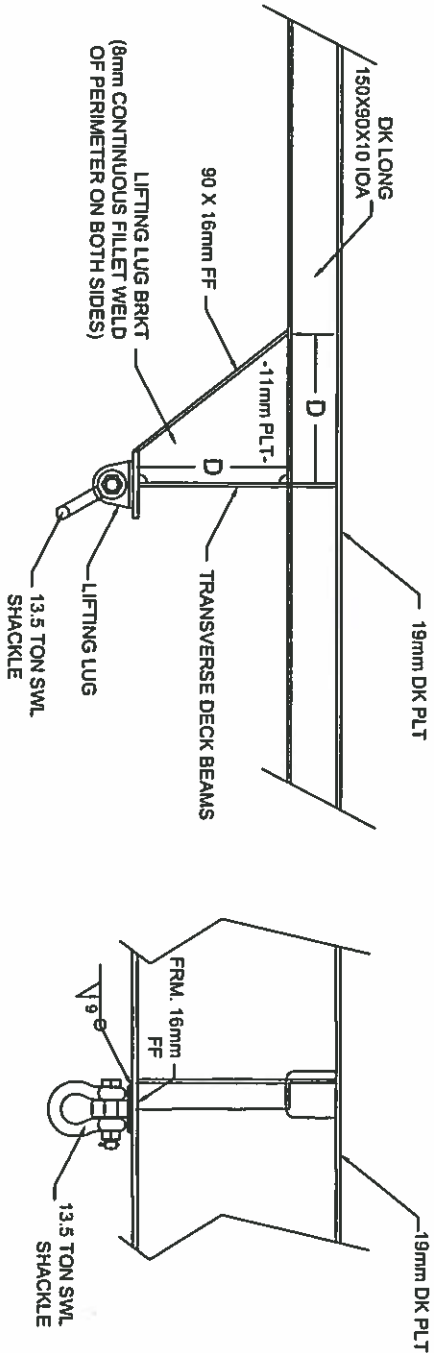
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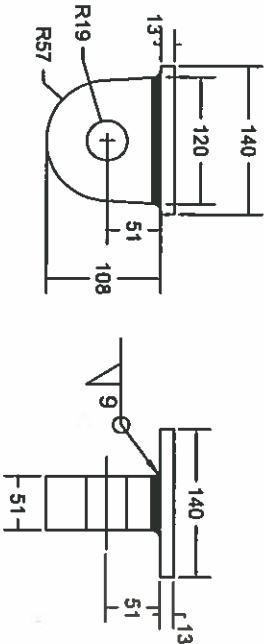
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Vendor Information / Sous-traitant

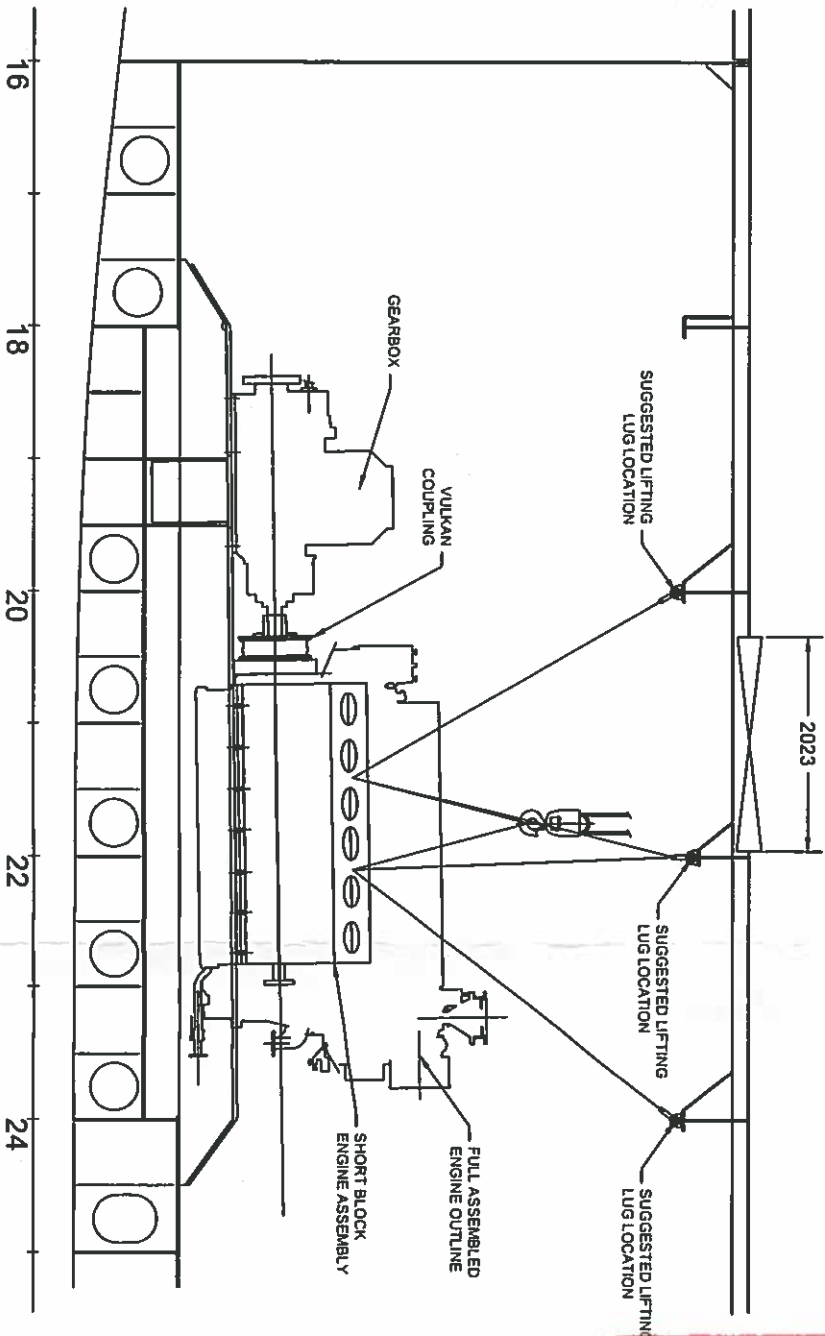
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- 2) CONTRACTOR TO USE SHORE CRANE FOR LIFTING OF ENGINE.
- 3) CONTRACTOR TO VERIFY ALL MEASUREMENTS ONBOARD.
- 4) ALL WELDS TO BE CONTINUOUS AND COMPLETED BY CERTIFIED WELDER.
- 5) LIFTING LUGS SHALL BE MADE FROM 44W 40.21G STEEL.
- 6) LUGS DESIGNED FOR SAFE WORKING LOAD OF 13.5 TONS WITH 3:1 FS.



TYPICAL LIFTING LUG
(1:5)



TYPICAL LIFTING LUG ARRANGEMENT
(1:16)



NOTED - NOTE
ON THE AUTHORITY OF THE ENY 1 OF 14 OF 14
CANADA SHIPPING ACT AND MARITIME ACT
REGULATIONS MADE BY THE REGULATION
ON THAT OF THE BOARD OF POUR LE COMITE DU BATEAU
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PARLEMENT ON TRANSPORT. VAREUR, MINISTRE DES
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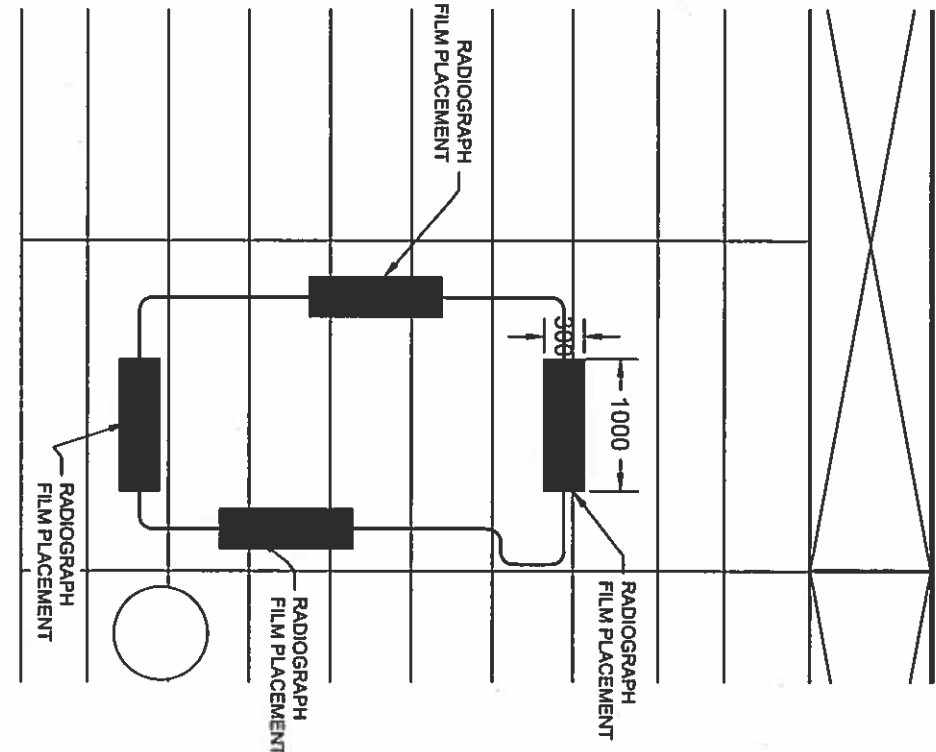
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Vendor Information / Sous-traitant

- 1) ALL WELDING TO BE COMPLETED BY CERTIFIED WELDERS.
- 2) ANY TEMPORARY LIFTING LUGS TO BE REMOVED.
- 3) ONCE DECK IS REINSTALLED AND INSPECTED CONTRACTOR SHALL PAINT IN ACCORDANCE WITH TSOR.
- 4) ALL WELDS TO BE INSPECTED WITH RESPECT TO IACS-UR_W_W28. DECK PLATE BUTT WELD TO BE RADIOGRAPHED IN AREAS SHOWN. 100% DEFECT FREE IS ACCEPTABLE. GIRDER AND LONG, STIFF, WELDS TO BE VISUALLY INSPECTED AND APPROVED BY TCMS.
- 5) PRIOR TO PAINTING ALL DECK PLATE WELDS SHALL BE HOSE TESTED IN ACCORDANCE WITH IACS-UR_S_S14_14.2.3 ARE WELDS TO BE PROVEN WATERTIGHT.



APPROXIMATE RADIOGRAPH FILM PLACEMENT

20 22

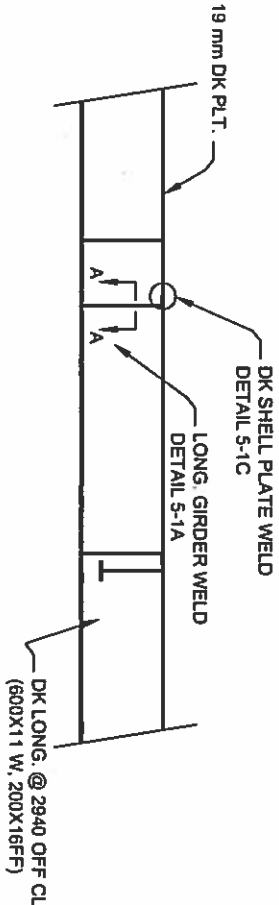
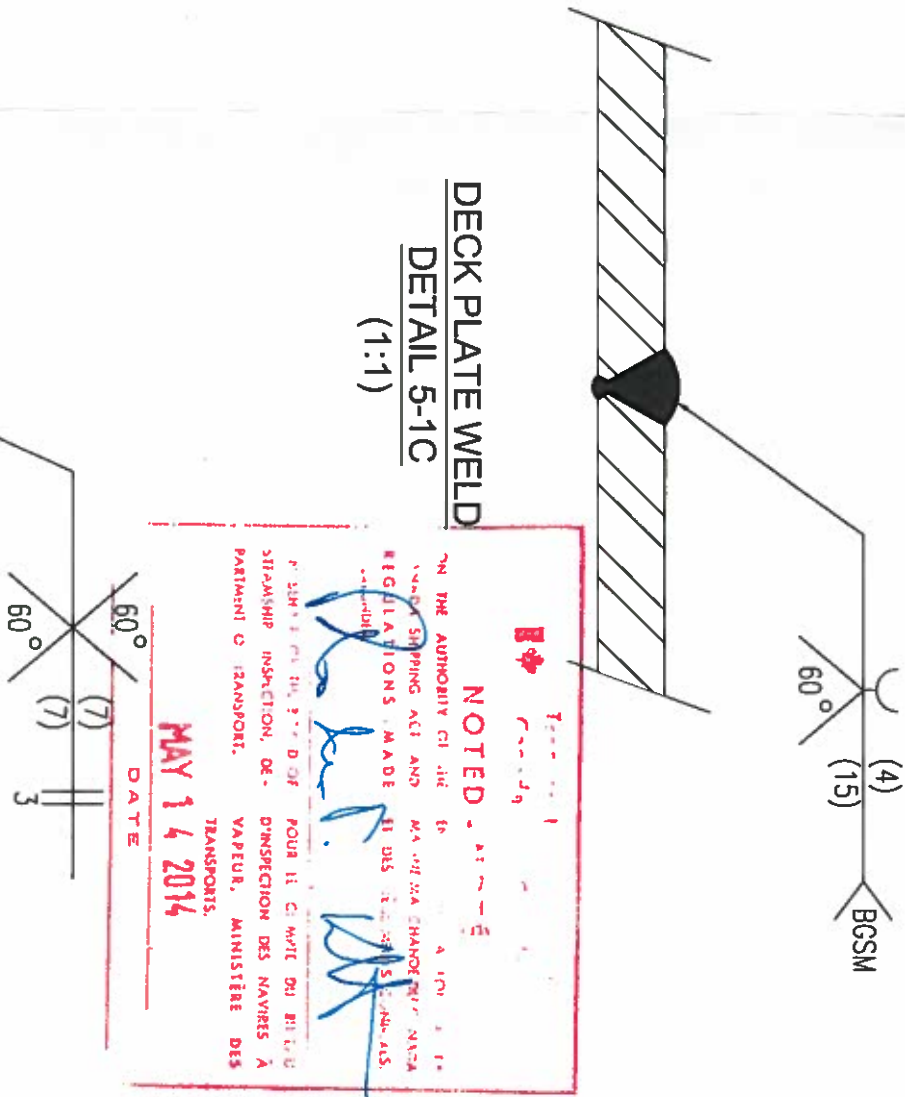


PLATE ACCESS PATCH DETAIL

20 22

DECK PLATE WELD DETAIL 5-1C (1:1)



LONG. DECK GIRDER WELD DETAIL 5-1C (1:1)



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