

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 JAN 1943

Date of writing Report 31st Oct. 1942 When handed in at Local Office 19 Port of Portland, Maine, (New York) U.S.A.  
 No. in Survey held at South Portland, Maine Date, First Survey 11th August Last Survey 7th October 1942  
 Reg. Book. on the s.s. "OCEAN MESSENGER" (Number of Visits Continuous Tons {Gross 7178 Net 4280  
 Built at So. Portland, Maine By whom built Todd-Bath Iron Shipbuilding Corp. Yard No. 25 When built 1942  
 Engines made at Toronto, Canada By whom made John Inglis Co. Ltd. Engine No. 91 When made 1942  
 Boilers made at Schenectady, New York By whom made American Locomotive Co. Boiler No. S28, 29, 67 When made 1941  
 Registered Horse Power. x Owners British Ministry of War Transport Port belonging to  
 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 Carrying Dry & Perishable Cargoes.

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 76  
 Dia of Cylinders 24½"x37"x70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.97" Crank pin dia. 14.25 Mid. length breadth 24½" Thickness parallel to axis 9" & 9½" L.P.  
 as fitted 14¼" Crank webs Mid. length thickness 9" & 9½" L.P. Thickness around eye-hole 6.625"  
 Intermediate Shafts, diameter as per Rule 13.32" Thrust shaft, diameter at collars as per Rule 13.97"  
 as fitted 13.5" as fitted 14-1/4"  
 Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 14.86"  
 as fitted Is the {tube} shaft fitted with a continuous liner {yes x  
 as fitted 15.25" as fitted .56"  
 Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .69"  
 as fitted .73" as fitted 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 one length.  
 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 x Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft no If so, state type x Length of Bearing in Stern Bush next to and supporting propeller 5'1"  
 Propeller, dia. 18.6" Pitch 16.0" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 117 sq. ft.  
 Feed Pumps worked from the Main Engines, No. None Diameter x Stroke x Can one be overhauled while the other is at work x  
 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 12"x8"x24", One 9"x6"x10" Pumps connected to the {No. and size 2@4½"x26" and One Duplex 10"x11"x12"  
 Pumps {How driven Steam Main Bilge Line {How driven Main Engine Steam  
 Ballast Pumps, No. and size One 10"x11"x12" (Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size None  
 Are two independent means arranged for circulating water through the Oil Cooler x Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 5 @ 3", 1 portable hose connection 2½"  
 In Pump Room x In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank.  
 (main bilge line size)

**Main Water Circulating Pump Direct Bilge Suctions,** No. and size One 10" **Independent Power Pump Direct Suctions** to the Engine Room Bilges,  
 No. and size One 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No strainers on Bilge Wells.  
 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 yes 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 spigot and brass covering plate no  
 What Pipes pass through the bunkers Bilge & Ballast Pipes How are they protected Strong wood casings.  
 What pipes pass through the deep tanks none Have they been tested as per Rule x  
 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 x

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 7140 sq. ft.

Which Boilers are fitted with Forced Draft 3 main Which Boilers are fitted with Superheaters 3 main

No. and Description of Boilers 3 Multitubular Scotch Marine Working Pressure 220 lb. per sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? x

Can the donkey boiler be used for domestic purposes only x

**PLANS.** Are approved plans forwarded herewith for Shafting 22/8/41 Main Boilers 28/4/41 Auxiliary Boilers x Donkey Boilers x

(If not state date of approval)  
 Superheaters 5/11/41 General Pumping Arrangements 5&22/9/41&1/10/41 Oil fuel Burning Piping Arrangements Coal fired.

## SPARE GEAR.

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

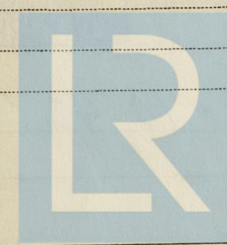
State the principal additional spare gear supplied 1 main bearing complete (2 halves).

1 Spare Propeller.

The foregoing is a correct description

L. B. Pinkham  
 TODD-BATH IRON SHIPBUILDING CORP.

Manufacturer.



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007647-007652-0222



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Continuous from 11th August, 1942 until 7th October, 1942.

Dates of Examination of principal parts — Cylinders 17, 21, 22, July, 1942 Slides 12th August, 1942 Covers 17, 21, 22 July, 1942

Pistons 30th July, 1942 Piston Rods 30th July, 1942 Connecting rods 22nd July, 1942

Crank shaft 9th July, 1942 Thrust shaft 14th August, 1942 Intermediate shafts 26, 28, 29, August, 2, 6, Sept. 1942

Tube shaft x Screw shaft 1st May, 1942 Propeller 30th July, 1942

Stern tube 4th September, 1942 Engine and boiler seatings 10th Sept. 1942 Engines holding down bolts 10th September, 1942

Completion of fitting sea connections 5th September, 1942.

Completion of pumping arrangements 28 Sept. 1942 Boilers fixed 10th Sept. 1942 Engines tried under steam 29th Sept. 1942

Main boiler safety valves adjusted 26 Sept. 1942 Thickness of adjusting washers No washers - lock nuts.

Crank shaft material O.H. Steel Identification Mark 5128 J.B. Thrust shaft material O.H. Steel Identification Mark Lloyd's 694

Intermediate shafts, material O.H. Steel Identification Marks 4649, 4659, 4657, 3751, Lloyd's 4654, 3784. Tube shaft, material x Identification Mark x

Screw shaft, material O.H. Steel Identification Mark 4622 CS Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 22nd Sept.

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. x

Have the requirements of the Rules for the use of oil as fuel been complied with x

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 x

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

Is this machinery duplicate of a previous case yes If so, state name of vessel "OCEAN VANGUARD", "OCEAN LIBERTY", etc.

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under Special Survey as stated in Toronto Rpt. No. 884 and New York Rpts. Nos. S28, S29, S67 attached

hereto. The machinery has been fitted on board the vessel in accordance with the Rules and approved plans and been tried under working condition with satisfactory results.

In our opinion, the machinery of this vessel is in good and safe working condition and is eligible

to be classed with records of L.M.C. 9.42 and tail shaft seen C.L. with notation 3 S.B. (Spt)

H.S. 7140, G.S. 172, 220 lbs. F.D. 9 c.f..

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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	:	When applied for,
Special	...	\$ 912.34	:	19
Donkey Boiler Fee	...	£ :	:	When received,
Travelling Expenses (if any)	£ :	:	:	5/1/1943

Committee's Minute NEW YORK DEC 23 1942

Assigned + LMC - 10, 42

NOTE - CL

3 S.B. (Spt) 220 lbs.

For M. S. Kellet, self.

Engineer Surveyor to Lloyd's Register of Shipping.



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