

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 SEP 1942

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Writing Report July 29th 1942 When handed in at Local Office July 29th 1942 Port of RICHMOND, CALIFORNIA

Survey held at RICHMOND, CALIFORNIA Date, First Survey April 23rd, 1942 Last Survey June 8th 1942

on the S. S. "OCEAN VERITY" (Number of Visits 44)

at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION of The Permanente Metals Corporation Yard No. 24 Tons {Gross 7174 Net 4272

When made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6719 When made 1942

When made at LOS ANGELES, CALIFORNIA By whom made WESTERN PIPE & STEEL CO. Boiler No. 49, 50, 51 When made 1942

Registered Horse Power --- Owners BRITISH GOVERNMENT Port belonging to LONDON

Horse Power as per Rule 505 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

For which Vessel is intended FOREIGN--CARRYING DRY & PERISHABLE CARGOES

GINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 76

No. of Cylinders 3 Length of Stroke 48" No. of Cranks 3

Shaft, dia. of journals as per Rule 13.97" as fitted 14.25" Crank pin dia. 14.25" Crank webs Mid. length breadth --- Mid. length thickness 9" shrunk Thickness parallel to axis 9" Thickness around eye-hole 7.625"

Intermediate Shafts, diameter as per Rule 13.32" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.97" as fitted 14.25"

Shafts, diameter as per Rule --- as fitted NONE Screw Shaft, diameter as per Rule 14.86" as fitted 15.25" Is the (screw) shaft fitted with a continuous liner YES

Liners, thickness in way of bushes as per Rule 0.75" as fitted 0.8125" Thickness between bushes as per Rule 0.5625" as fitted 0.6875" Is the after end of the liner made watertight in the stern tube YES

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner CONTINUOUS

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

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 NO

If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 5' 1" Diameter 18' 6" Pitch 16' 6" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 117 sq. ft.

Pumps worked from the Main Engines, No. NONE Diameter --- Stroke --- Can one be overhauled while the other is at work ---

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

(No. and size TWO SIMPLEX 12" x 8" x 24" Pumps connected to the Main Bilge Line { No. and size 1 Indpt. 10" x 11" x 12", 2 attached

(How driven STEAM How driven STEAM--MAIN ENGINE

Pumps, No. and size One 10" x 11" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE

independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room 5 @ 3", 1 PORTABLE HOSE CONNECTION, 2 1/2" In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, size 1 @ 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes NO; STRAINERS IN BILGE WELLS

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

Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves 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 YES

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 AS APPR'D

Do pipes pass through the bunkers BILGE PIPES TO FORWARD HOLDS How are they protected THROUGH TANK TOP BRACKETS & STEEL COVERS

Do pipes pass through the deep tanks NONE Have they been tested as per Rule ---

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

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 ENTRANCE FROM DECK

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

Boilers are fitted with Forced Draft 3 MAIN BOILERS Which Boilers are fitted with Superheaters 3 MAIN BOILERS

Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per sq. inch

REPORT ON MAIN BOILERS NOW FORWARDED? YES

DONKEY BOILER FITTED? NO If so, is a report now forwarded? ---

Donkey boiler be used for domestic purposes only ---

Are approved plans forwarded herewith for Shafting 8/4/41 Main Boilers 28/4/41 Auxiliary Boilers --- Donkey Boilers ---

(If not state date of approval) 5/11/41 22/8/41 General Pumping Arrangements 5 & 22/9/41 & 1/10/41 Oil fuel Burning Piping Arrangements COAL FIRED

SPARE GEAR.

Are gear required by the Rules been supplied YES Principal additional spare gear supplied 1 MAIN BEARING---2 HALVES

The foregoing is a correct description

Superintendent and Assistant Secretary

Manufacturer.



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MARCH 7th, 1942, CONTINUOUS ATTENDANCE UNTIL SHIPMENT.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 LAST VISIT, JUNE 8th, 1942
 Total No. of visits 44

Dates of Examination of principal parts - Cylinders May 9th, 1942 Slides May 9th, 1942 Covers May 9th, 1942
 Pistons May 9th, 1942 Piston Rods May 9th, 1942 Connecting rods May 9th, 1942
 Crank shaft May 2nd, 1942 Thrust shaft January 3rd, 1942 Intermediate shafts April 13th, May 19 to
 Tube shaft NONE Screw shaft February 25, April 2, 1942 Propeller December 17, 1941 & May 13, 1942
 Stern tube May 12th, 1942 Engine and boiler seatings May 4th, 1942 Engines holding down bolts May 18th - 21st, 1942

Completion of fitting sea connections May 12th, 1942
 Completion of pumping arrangements June 2nd, 1942 Boilers fixed May 18th, 1942 Engines tried under steam June 3rd, 1942

Main boiler safety valves adjusted May 27th, 1942 Thickness of adjusting washers NO WASHERS---LOCK NUTS
 Crank shaft material O.H. STEEL Identification Mark 478-72215, A (52) B, Dec. 26/41, 77037 ALCO
 Intermediate shafts, material O.H. STEEL Identification Marks W.S. Apr. 13/42 Thrust shaft material O.H. STEEL Identification Mark Feb. 2/42
 Screw shaft, material O.H. STEEL Identification Mark LLOYD'S 2350 to 2355 W.S. Apr. 17/42 Tube shaft, material -- Identification Mark --
 Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test Apr.

Is an installation fitted for burning oil fuel NO 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 NO 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 "OCEAN VANGUARD", "OCEAN VIGIL", "OCEAN VOICE", etc., Richmond Rpts. 1 through

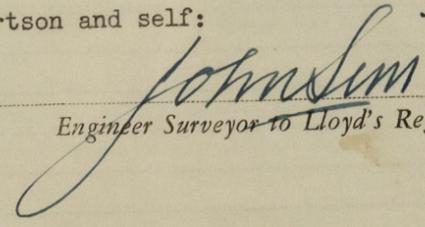
General Remarks (State quality of workmanship, opinions as to class, &c.)

The main engines of this vessel have not been built under our Special Survey. They have been built under the Special Survey of the American Bureau of Shipping, as per copies of certificates herewith Los Angeles Report #49, 50 and 51. They have been opened up and examined and found to comply with the Rules and the workmanship and material appear to be good. The machinery has been tried at full power and found satisfactory, and is now in good and safe working condition and eligible in our opinion, to receive the notation L. M. C. 6/42 Tail shaft seen C. L. with notations 3 S.B. (Spt) H. S. 7140 G.S. 172, 220 lbs., F. D. 9 c.f.

Certificate to be sent to NO INSTRUCTIONS RECEIVED

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee	\$ 30.00	£ Inclusive fee	When applied for,
Special	\$ 260.68	per vessel.	19
Donkey Boiler Fee		to be charged	
Travelling Expenses (if any)	\$ 325.83	in London	When received,
			19

For J. F. Robertson and self:

 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute NEW YORK AUG 26 1942
 Assigned L.M.C.(R)-6, 42



NOTE - CL
 3 S.B. (Spt) 220 lbs.

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