

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-8 SEP 1942

Date of writing Report July 27th 1942 When handed in at Local Office July 27th 1942 Port of RICHMOND, CALIFORNIA
No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey April 15th, 1942 Last Survey May 30th, 1942
Reg. Book. on the S. S. "OCEAN VISCOUNT" (Number of Visits 44)
Built at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION of Yard No. 23 The Permanente Metals Corporation
Engines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6717 When made 1942
Boilers made at LOS ANGELES, CALIFORNIA By whom made WESTERN PIPE & STEEL CO. Boiler No. 46, 47, 48 When made 1942
Registered Horse Power. Owners BRITISH GOVERNMENT Port belonging to LONDON
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 FOREIGN---CARRYING DRY & PERISHABLE CARGOES

ENGINES, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 76
Dia of Cylinders $24\frac{1}{2}$ " x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 13.97" Crank pin dia. 14.25" Crank webs Mid. length breadth --- Thickness parallel to axis 9"
as fitted 14.25" Mid. length thickness 9" shrank Thickness around eye-hole 7.625"
Intermediate Shafts, diameter as per Rule 13.32" Thrust shaft, diameter at collars as per Rule 13.97"
as fitted 13.5" as fitted 14.25"
Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.86"
as fitted NONE as fitted 15.25" Is the ~~shaft~~ screw shaft fitted with a continuous liner YES
Bronze Liners, thickness in way of bushes as per Rule 0.75" Thickness between bushes as per Rule 0.5625"
as fitted 0.8125" as fitted 0.6875" 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 CONTINUOUS
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 5' 1"
Propeller, dia. 18' 6" Pitch 16' 6" 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 --- Stroke --- Can one be overhauled while the other is at work ---
Bilge Pumps worked from the Main Engines, No. TWO Diameter $4\frac{1}{2}$ " Stroke 26" Can one be overhauled while the other is at work YES
Feed (No. and size TWO SIMPLEX 12" x 8" x 24" Pumps connected to the { No. and size 1 Indpt. 10" x 11" x 12", 2 attached
Pumps (How driven STEAM Main Bilge Line { How driven STEAM --- MAIN ENGINE
Ballast Pumps, No. and size One 10" x 11" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE
Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps;—In Engine and Boiler Room 5 @ 3", 1 PORTABLE HOSE CONNECTION, $\frac{1}{2}$ "
In Pump Room --- In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 1 @ 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes NO; STRAINERS IN 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~~ below the deep water line YES
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 AS APPROVED
What Pipes pass through the bunkers BILGE PIPES TO FORWARD HOLDS How are they protected THROUGH TANK TOP BRACKETS & STEEL COVERS
What pipes pass through the deep tanks NONE 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 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 ENTRANCE FROM DECK

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 sq. ft.
Which Boilers are fitted with Forced Draft 3 MAIN BOILERS Which Boilers are fitted with Superheaters 3 MAIN BOILERS
No. and Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per square inch
IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
IS A DONKEY BOILER FITTED? NO 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 8/4/41 Main Boilers 28/4/41 Auxiliary Boilers --- Donkey Boilers ---
(If not state date of approval) 22/8/41
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
Have the principal additional spare gear supplied 1 MAIN BEARING---2 HALVES

The foregoing is a correct description

GENERAL SUPERINTENDENT AND ASSISTANT SECRETARY

Manufacturer.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

MARCH 3rd, 1942, CONTINUOUS ATTENDANCE UNTIL SHIPMENT.
APRIL 10th, 1942, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL.
APRIL 10th, 1942, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL.
LAST VISIT, MAY 30th, 1942
44

Dates of Examination of principal parts - Cylinders May 4th, 1942 Slides May 4th, 1942 Covers May 4th, 1942
Pistons May 4th, 1942 Piston Rods May 4th, 1942 Connecting rods May 4th, 1942
Crank shaft April 28th, 1942 Thrust shaft April 29th, 1942 Intermediate shafts April 9, May 12th to 16th, 1942
Tube shaft NONE Screw shaft February 25, April 2, 1942 Propeller December 17th, 1941, May 8th, 1942
Stern tube May 7th, 1942 Engine and boiler seatings April 15th, 1942 Engines holding down bolts May 16th to 18th, 1942
Completion of fitting sea connections May 8th, 1942
Completion of pumping arrangements May 28th, 1942 Boilers fixed May 6th, 1942 Engines tried under steam May 22nd & 28th, 1942
Main boiler safety valves adjusted May 22nd, 1942 Thickness of adjusting washers NO WASHERS--LOCK NUTS
Crank shaft material O. H. STEEL Identification Mark Dec. 9, 1941 Thrust shaft material O.H.STEEL Identification Mark LLOYD'S A.J. Mar. 3, 1942
Intermediate shafts, material O.H.STEEL Identification Marks 96, 97, 98, 99 Tube shaft, material -- Identification Mark --
Screw shaft, material O.H.STEEL Identification Mark R71, 9/4/42 H.C. Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test May 19/42
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 22
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 Reports #46, 47 and 48. 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. 5/42 Tail shaft seen C.L. with notations 3 S.B. (Spt) H.S. 7140 G.S. 172, 220 lbs., F.D. 9 c.f.

The amount of Entry Fee ... \$30.00
Special \$260.68 £ per vessel
Donkey Boiler Fee \$25.83 £ to be charged
Travelling Expenses (if any) £ : :
When applied for, 19
When received, 19

For self and J. F. Robertson:

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 26 1942

Assigned L. M. C. (R) - 5/42

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



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