

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1st August 1942 When handed in at Local Office 19 Port of Portland, Maine (New York)

No. in Survey held at South Portland, Maine, U.S.A. Date, First Survey 29th March, 1942 Last Survey 20th July 1942  
Reg. Book. on the "OCEAN STRENGTH" (Number of Visits) Continuous 7172,79

Built at So. Portland, Maine By whom built Todd-Bath Iron Shipbuilding Cor p. Yard No. 12 When built 1942-7  
Engines made at Hamilton, Ohio By whom made General Machinery Crop. Engine No. 6713 When made 1942-7

Boilers made at Schenectady, New York By whom made American Locomotive Corp Boiler No. S16,17,18 When made 1941

Registered Horse Power Owners British Ministry of War Transport 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 Carrying Dry & Perishable Cargoes.

Revs. per minute 76

DESCRIPTION OF ENGINES Triple Expansion

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 13.97 as fitted 14 1/4 Crank pin dia. 14 1/4 Crank webs Mid. length breadth 29-5/8 Thickness parallel to axis 9

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 1/4

Tube Shafts, diameter as per Rule none as fitted Screw Shaft, diameter as per Rule 14.86 as fitted 15.25 Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .75 as fitted .78 Thickness between bushes as per Rule .56 as fitted .69 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

Propeller, dia. 18.6 Pitch 16.0 No. of Blades 4 Material 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 4 1/2 Stroke 26 Can one be overhauled while the other is at work Yes

Feed Pumps (No. and size) Two 12"x8"x24", One 9"x6"x10" Pumps connected to the Main Bilge Line (No. and size) 2@4 1/2"x26" and One Duplex 10"x11"x12"

How driven Steam Main Engine Steam 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 2 1/2"

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. feet.

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, 1 Spare Propeller.

The foregoing is a correct description

Carl S. Klitzgaard  
TODD-BATH IRON SHIPBUILDING CORP.

Manufacturer.



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Lloyd's Register Foundation

Dates of Survey while building:
 

- During progress of work in shops - -
- During erection on board vessel - - -

 Continuous attendance from 29th March until 20th July, 1942.

Total No. of visits: \_\_\_\_\_  
 Dates of Examination of principal parts — Cylinders 30th June, 1942 Slides 30th June, 1942 Covers 30th June, 1942  
 Pistons 30th June, 1942 Piston Rods 30th June, 1942 Connecting rods 16th June, 1942  
 Crank shaft 16th June, 1942 Thrust shaft 24th April, 1942 Intermediate shafts 15, 22, 23, 30th April & 6th  
 Tube shaft x Screw shaft 5th January, 1942 Propeller 8th October, 1941  
 Stern tube 3rd June, 1942 Engine and boiler seatings 19th June, 1942 Engines holding down bolts 19th June, 1942  
 Completion of fitting sea connections 12th June, 1942  
 Completion of pumping arrangements 3rd July, 1942 Boilers fixed 19th June, 1942 Engines tried under steam 8th July, 1942  
 Main boiler safety valves adjusted 30th June, 1942 Thickness of adjusting washers x  
 Crank shaft material O.H. Steel Identification Mark A.B. 1-9-42 Thrust shaft material O.H. Steel Identification Mark A.B. 78  
 Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 4550, 4511, 4555, 4544, Lloyd's 4552, 4501 Tube shaft, material x Identification Mark x  
 Screw shaft, material O.H. Steel Identification Mark Lloyd's 3987 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 27th May, 1942  
 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", Et  
 General Remarks (State quality of workmanship, opinions as to class, &c.) The main engines of this vessel have not been built under Special Survey. They have been built under the Special Survey of the American Bureau of Shipping as per copy of their certificate herewith. They have been opened up and examined and found to comply with the Rules and the workmanship and materials appear to be good.

The boilers have been built under Special Survey as per New York Reports Nos. S16, S17, S18 attached herewith.

The machinery has been tried under working conditions and found satisfactory and is now in good and safe working condition, and eligible in our opinion to receive the notation L.M.C. 7.42 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.

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	:	2-9-1942
Donkey Boiler Fee ... £	:	from 1942
Electrical Installation \$ 65.16	:	When received,
Travelling Expenses (if any) £	:	19

A. C. Haskell R. R. Rogers  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 26 1942  
 Assigned L.M.C.-(R)-7.42.

NOTE - C.L.  
 3 S.B. (Spt) 220 lbs.

