

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 1 AUG 1942

Date of writing Report December 1941

When handed in at Local Office 19

Port of New York.

No. in Reg. Book.

Survey held at Hamilton, Ohio.

Date, First Survey March 17th. 1941

Last Survey December 20th. 1941

on the Todd-Bath Shipbuilding Corp. Hull. SS "Ocean Hope"

(Number of Visits)

Tons Gross 7173

Net 4278

Built at Portland, Maine.

By whom built Todd-Bath Shipbuilding Corporation

Yard No. 7

When built 1942-5

Engines made at Hamilton, Ohio.

By whom made General Machinery Corp.

Engine No. 6552

When made 1941

Boilers made at Schenectady, N.Y.

By whom made American Locomotive Co.

Boiler Nos. 63, 64, 83

When made 1941

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

Freighter.

ENGINES, &c.—Description of Engines. Triple Expansion. Revs. per minute.

Dia of Cylinders 24 1/2", 37", 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 1/2"

Crank webs Mid. length breadth 29 5/8"

Mid. length thickness 9"

Thrust shaft, diameter at collars as per Rule 13.97"

as fitted 14 1/2"

Intermediate Shafts, diameter as per Rule Fitted at Shipyard.

Tube Shafts, diameter as per Rule None

Screw Shaft, diameter as per Rule Fitted at Shipyard.

Is the tube screw shaft fitted with a continuous liner Yes.

Bronze Liners, thickness in way of bushes as per Rule

Thickness between bushes as per Rule

Is the after end of the liner made watertight in the propeller boss

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

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

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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. 2 Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes.

Feed Pumps {No. and size Fitted at Shipyard. Pumps connected to the Main Bilge Line {No. and size Fitted at shipyard.

How driven

Ballast Pumps, No. and size Fitted at Shipyard

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps,—In Engine and Boiler Room

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers.

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No. Forwarded from Schenectady, N.Y.

IS A DONKEY BOILER FITTED? 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 Crankshaft. Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval) April 8th. 1941

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

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

State the principal additional spare gear supplied 1 Main Bearing (2 Halves)



Dates  
of Survey  
while  
building

During progress of  
work in shops - -

During erection on  
board vessel - -

Total No. of visits

March 17th. 1941 Continuous attendance until shipment.

Dates of Examination of principal parts—Cylinders December 19th. 1941 Slides December 19th. 1941 Covers December 19th. 1941  
Pistons December 19th. 1941 Piston Rods December 19th. 1941 Connecting rods December 19th. 1941  
Crank shaft December 19th. 1941 Thrust shaft December 9th. 1941 Intermediate shafts Made at Shipyard.  
Tube shaft None. Screw shaft Made at Shipyard. Propeller Made at Shipyard.  
Stern tube Made at Shipyard. Engine and boiler seatings Made at Shipyard Engines holding down bolts Made at Shipyard.

Completion of fitting sea connections Shipyard.  
Completion of pumping arrangements Shipyard. Boilers fixed Shipyard. Engines tried under steam Shipyard.

Main boiler safety valves adjusted Shipyard. Thickness of adjusting washers Shipyard.  
Crank shaft material O.H. Steel Identification Mark DEC. 19-41. Thrust shaft material O.H. Steel Identification Mark DEC. 9-41.

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 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 Todd-California S. B. Corp. No. 1.

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

This engine has been built under Special Survey in accordance with the Rules & approved plan. The workmanship and materials are good. The forgings and steel castings have been tested in accordance with the Rules.

The engine has been shipped to Portland, Me. to be fitted on board the vessel, and when this has been done to the satisfaction of the Surveyor in accordance with the Rules, it will be eligible in my opinion, to receive the notation + L.M.C. with date in the Register Book.

The amount of Entry Fee ... £  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £

When applied for, 19  
When received, 19

Alex. James.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 8 1942

Assigned See NYK Rpt. No 45596



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Foundation