

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 AUG 1942

Date of writing Report January 1st. 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 31st. 1941  
 on the Todd-Bath Shipbuilding Corporation Hull. SS "Ocean Pride" (Number of Visits           ) Tons {Gross 7173  
 Net 4578  
 Built at Portland, Me. By whom built Todd-Bath Shipbuilding Corporation Yard No. 8 When built 1942-6  
 Engines made at Hamilton, Ohio. By whom made General Machinery Corp. Engine No. 6556 When made 1941  
 Boilers made at Schenectady, N.Y. By whom made American Locomotive Company Boiler No. S.49.62.65 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" as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs Mid. length breadth 29 1/2" Thickness parallel to axis 9"  
 as fitted 14 1/2" Mid. length thickness 9" Thickness around eye-hole 7 1/2"  
 Intermediate Shafts, diameter as per Rule - as fitted Fitted at Shipyard. Thrust shaft, diameter at collars as per Rule 13.97" as fitted 14 1/2"  
 Tube Shafts, diameter as per Rule - as fitted None Screw Shaft, diameter as per Rule - as fitted Fitted at Shipyard Is the {tube} shaft fitted with a continuous liner? Yes.  
 Bronze Liners, thickness in way of bushes as per Rule - as fitted - Thickness between bushes as per Rule - as fitted - 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 - How driven Fitted at Shipyard.  
 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)

The foregoing is a correct description

Manufacturer.

*[Handwritten Signature]*  
 Lloyd's Register Foundation  
 010283-010288-0179

March 17th. Continuous attendance until shipment.

Reinfo PILLARS  
Centre Stiffe  
Platir  
STRING Upper Strin  
Thid in  
If Sl  
Secon Strin  
FLAT PL  
BOTTOM of Str  
BILGE P Strake  
SIDE PL Strake  
UPPER strake  
UPPER strake  
STRAKE strake  
STRAKE strake  
POOP S  
BRIDGE  
FOREC'T  
Total  
MIDSE  
COLL AFTEL  
STEL

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

Dates of Examination of principal parts - Cylinders December 31st. 1941 Slides December 31st. 1941 Covers December 31st. 1941  
Pistons December 31st. 1941 Piston Rods December 31st. 1941 Connecting rods December 31st. 1941  
Crank shaft December 31st. 1941 Thrust shaft December 20th. 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 LLOYDS A.J. DEC. 31-41 Thrust shaft material O.H. Steel Identification Mark LLOYDS A.J. DEC. 20-41  
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.)

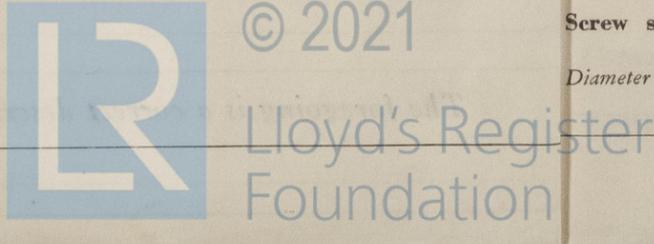
This engine has been built under Special Survey in accordance with the Rules and approved plans, the workmanship and materials are good. The forgings and steel castings have been tested in accordance with the Rules.

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  $\otimes$  L.M.C. with date in the Register Book.

Table with 4 columns: Fee Type, Amount (£), Status (checked/unchecked), and When applied/received. Rows include Entry Fee, Special, Donkey Boiler Fee, and Travelling Expenses.

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

Committee's Minute NEW YORK AUG 5 1942  
Assigned See N.Y.A. RPT. NO. 42656



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

Date of writing Ro  
No. in Reg. Book.  
Built at So. P  
Engines made  
Boilers made  
Nominal Ho  
MULTIT  
Manufacturers  
Total Heating  
No. and Des  
Tested by bya  
Area of Fire  
Area of each  
In case of do  
Smallest distan  
Smallest distan  
Largest intern  
Thickness 1-  
Long. seams  
Percentage of  
Percentage of  
Thickness of  
Material  
Length of pl  
Dimensions o  
End plates  
How are stay  
Tube plates  
Mean pitch o  
Girders to  
at centre 10  
in each 3  
Tensile stren  
Pitch of stay  
Front plate  
Thickness  
Pitch of stay  
Main stays  
Diameter {  
Screw stay  
Diameter {