

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 Survey held at Hamilton, Ohio. Date, First Survey March 17th. 1941 Last Survey December 31st. 1941
Reg. Book. on the Todd-Bath Shipbuilding Corporation Hull. SS "Ocean Pride" (Number of Visits)
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" Mid. length breadth 29 1/2" Thickness parallel to axis 9"
as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs 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 collar 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.
as fitted
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 {No. and size Fitted at Shipyard Pumps connected to the {No. and size
Pumps (How driven Main Bilge Line 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

Manufactured.

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

March 17th. Continuous attendance until shipment.

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 DEC. 31-41 Thrust shaft material O.H. Steel Identification Mark 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 ∇ L.M.C. with date in the Register Book.

The amount of Entry Fee	£	:	When applied for,
Special	£	:	19
Donkey Boiler Fee	£	:	When received,
Travelling Expenses (if any)	£	:	19

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