

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1-8 MAY 1942

Writing Report September 13th 1941 When handed in at Local Office 19 Port of New York.
 in Survey held at Hamilton, Ohio. Date, First Survey March 17th 1941 Last Survey September 11th 1941
 on the Todd-Bath Shipbuilding Corporation Hull, S/S "Ocean Liberty" (Number of Visits)
 at South Portland, Maine By whom built Todd-Bath Shipbuilding Corporation. Yard No. Tons
 made at Hamilton, Ohio. By whom made General Machinery Corp. Engine No. 6522 When made 1941
 made at Not known By whom made Not known Boiler No. When made
 Indicated Horse Power Owners British Government. Port belonging to
 Horse Power as per Rule 505 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes
 for which Vessel is intended Freighter.

GINES, &c.—Description of Engines Triple Expansion Revs. per minute
 of Cylinders 24 1/2 x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3
 shaft, dia. of journals as per Rule 13.97 Crank pin dia. 14 1/2 Crank webs Mid. length breadth 20 Thickness parallel to axis 9
 as fitted 14 1/2 Mid. length thickness 9 shrunk Thickness around eye-hole SOLID CRANK SHAFT
 Intermediate Shafts, diameter as per Rule Fitted at Shipyard Thrust shaft, diameter at collars as per Rule 13.97
 as fitted as fitted 14 1/2
 Shafts, diameter as per Rule None Screw Shaft, diameter as per Rule Fitted at Shipyard Is the tube shaft fitted with a continuous liner Yes.
 as fitted as fitted
 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
 as fitted as fitted
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. ft.
 Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work
 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.
 No. and size Fitted at shipyard. Pumps connected to the Main Bilge Line No. and size Fitted at shipyard.
 How driven How driven
 Pumps, No. and size Fitted at shipyard. Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 pumps: In Engine and Boiler Room In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 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
 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
 pipes pass through the bunkers How are they protected
 pipes pass through the deep tanks Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 Description of Boilers Working Pressure
REPORT ON MAIN BOILERS NOW FORWARDED? No.
DONKEY BOILER FITTED? If so, is a report now forwarded?
 donkey boiler be used for domestic purposes only
NS. Are approved plans forwarded herewith for Shafting Crank Shaft Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) April 8th 1941
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.
 spare gear required by the Rules been supplied Yes.
 principal additional spare gear supplied One (1) Main Bearing (2 Halves)

Rec'd
 7/9/41

The foregoing is a correct description

Manufacturer

[Handwritten Signature]
 Lloyd's Register

March 17th. 1941. 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 September 10th. 1941 Slides September 10th. 1941 Covers September 10th. 1941
 Pistons September 10th. 1941 Piston Rods September 10th. 1941 Connecting rods September 10th. 1941
 Crank shaft September 10th. 1941 Thrust shaft August 13th. 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 3597 5-21-41 G.D. 7-17-41 Thrust shaft material O.H. Steel Identification Mark LLOYD AUG.
 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.
 General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine is a duplicate of Engine No. 6511 with exception of crankshaft which is SOLID.

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

The engine has been shipped to South 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 Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£	See Machinery Report	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

NEW YORK APR 15 1942

Committee's Minute
 Assigned See N.Y.K. RPT. NO. 42307.

