

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30th Sept. 1942 When handed in at Local Office 19 Port of Portland, Maine, (New York) U.S.A.

No. in Survey held at South Portland, Maine Date, First Survey 15th June, Last Survey 19th September 42
Reg. Book. on the "OCEAN STRANGER" (Number of Visits) Continuous Tons {Gross 7178 Net 4280

Built at So. Portland By whom built Todd-Bath Iron Shipbuilding Corp. Yard No. 20 When built 1942

Engines made at Toronto By whom made John Inglis Co. Ltd. Engine No. 85 When made 1942

Boilers made at Schenectady, New York By whom made American Locomotive Co. Boiler No. 84, 24, 27 When made 1941

Registered Horse Power x 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 Dry & Perishable Cargoes.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

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" Crank pin dia. 14 1/4" Mid. length breadth 24 1/2" Thickness parallel to axis 9" & 9 1/2" L.P.

Intermediate Shafts, diameter as per Rule 13.32" as fitted 13.5" Crank webs Mid. length thickness 9" & 9 1/2" L.P. Thickness around eye-hole 7-1/8" & 7-5/8"

Tube Shafts, diameter as per Rule None as fitted Screw Shaft, diameter as per Rule 14.86" as fitted 15.25" Thrust shaft, diameter at collars as per Rule 13.97" as fitted 14.25"

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 Bronze whether Moveable No Length of Bearing in Stern Bush next to and supporting propeller 5'11" 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 Steam 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, (2 halves)

1 Spare Propeller.

The foregoing is a correct description

L. B. Pinkham

TODD-BATH IRON SHIPBUILDING CORP.

Manufacturer.



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Lloyd's Register Foundation

01757-01765-0242

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Continuous from 15th June, 1942, until 19th September, 1942.

Dates of Examination of principal parts — Cylinders 22, 25, May, 1, June, 1942 Slides 14, 18, May, 1942. Covers 22, 25, May & 1 June.

Pistons 6th June, 1942 Piston Rods 6th June, 1942 Connecting rods 6th June, 1942

Crank shaft 12th May, 1942 Thrust shaft 18th June, 1942 Intermediate shafts 1, 6, 7, July & 8 August, 1942

Tube shaft x Screw shaft 17th November, 1941 Propeller 2nd April, 1942.

Stern tube 6th August, 1942 Engine and boiler seatings 22nd August, 1942 Engines holding down bolts 22nd August, 1942

Completion of fitting sea connections 14th August, 1942.

Completion of pumping arrangements 2nd Sept. 1942 Boilers fixed 22nd August, 1942 Engines tried under steam 3rd September, 1942

Main boiler safety valves adjusted 30th August, 1942 Thickness of adjusting washers x

Crank shaft material O.H. Steel Identification Mark Lloyd's 5167 J.B. Thrust shaft material O.H. Steel Identification Mark Lloyd's 4538

Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 4572, 4566, 4637, 4627, 4628, 3721 Tube shaft, material x Identification Mark x

Screw shaft, material O.H. Steel Identification Mark Lloyd's 3913 GD Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test 5th July

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

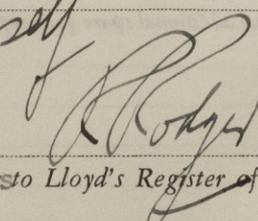
Is this machinery duplicate of a previous case yes If so, state name of vessel "OCEAN VANGUARD", "OCEAN LIBERTY", et

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey as stated in Toronto Report No. 871 and New York Rpt. Nos. S4, S24, S27 attached hereto. The machinery has been fitted on board the vessel in accordance with the Rules and approved plans and been tried under working condition with satisfactory results.

In our opinion, the machinery of this vessel is in good and safe working condition and is eligible to be classed with records of L.M.C. 9.42 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 amount of Entry Fee ...	\$ 30.00	:	When applied for,
Special ...	\$ 912.34	:	
Donkey Boiler Fee ...	£ :	:	When received,
Travelling Expenses (if any) £	:	:	

72 A.C. Haskell & self

 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC-9, 42.

NEW YORK NOV 10 1942



NOTE - CL
 3 S.B (CH) 220 lbs.