

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 JUL 1942

Date of writing Report January 6th. 1942 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 January 5th. 1942
Reg. Book. on the Todd-California Shipbuilding Corp. Hull. S/S Ocean Volunteer (Number of Visits 16) Tons {Gross 7174
Net 4272
Built at Richmond, Calif. By whom built Todd-California Shipbuilding Corp. Yard No. 16. When built 1942
Engines made at Hamilton, Ohio. By whom made General Machinery Corporation Engine No. 6558 When made 1942
Boilers made at Seattle Washington By whom made Puget Sound Machinery Depot Boiler No. 4516 When made 1943
Registered Horse Power 505 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 3.
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 20 Mid. length breadth 9 Thickness parallel to axis 9
as fitted 14 1/2 Mid. length thickness 9 Thickness around eye-hole 13.97
Intermediate Shafts, diameter as per Rule Fitted at Shipyard. Thrust shaft, diameter at collars as per Rule 14 1/2
as fitted as fitted
Tube 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 {screw}
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 as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner as fitted
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 as fitted
If two liners are fitted, is the shaft lapped or protected between the liners as fitted Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft as fitted If so, state type as fitted Length of Bearing in Stern Bush next to and supporting propeller as fitted
Propeller, dia. as fitted Pitch as fitted No. of Blades as fitted Material as fitted whether Moveable as fitted Total Developed Surface as fitted sq. ft.
Feed Pumps worked from the Main Engines, No. None Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work as fitted
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 Fitted at Shipyard.
Pumps {How driven as fitted Main Bilge Line {How driven as fitted
Ballast Pumps, No. and size Fitted at Shipyard. Lubricating Oil Pumps, including Spare Pump, No. and size as fitted
Are two independent means arranged for circulating water through the Oil Cooler as fitted Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps;—In Engine and Boiler Room as fitted
In Pump Room as fitted In Holds, &c. as fitted

Main Water Circulating Pump Direct Bilge Suctions, No. and size as fitted Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size as fitted Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes as fitted
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 as fitted
Are all Sea Connections fitted direct on the skin of the ship as fitted Are they fitted with Valves or Cocks as fitted
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates as fitted Are the Overboard Discharges above or below the deep water line as fitted
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel as fitted Are the Blow Off Cocks fitted with a spigot and brass covering plate as fitted
What Pipes pass through the bunkers as fitted How are they protected as fitted
What pipes pass through the deep tanks as fitted Have they been tested as per Rule as fitted
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times as fitted
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 as fitted Is the Shaft Tunnel watertight as fitted Is it fitted with a watertight door as fitted worked from as fitted

MAIN BOILERS, &c.—(Letter for record as fitted) Total Heating Surface of Boilers as fitted
Which Boilers are fitted with Forced Draft as fitted Which Boilers are fitted with Superheaters as fitted
No. and Description of Boilers as fitted Working Pressure as fitted
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
IS A DONKEY BOILER FITTED? as fitted If so, is a report now forwarded? as fitted
Can the donkey boiler be used for domestic purposes only as fitted

PLANS. Are approved plans forwarded herewith for Shafting Crankshaft Main Boilers as fitted Auxiliary Boilers as fitted Donkey Boilers as fitted
(If not state date of approval) April 8th. 1941
Superheaters as fitted General Pumping Arrangements as fitted Oil fuel Burning Piping Arrangements as fitted

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
State the principal additional spare gear supplied Main Bearing (2 halves)

The foregoing is a correct description

Manufacturer.

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Foundation
Ben Mack Corp

003421-003428-0087

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 January 5th. 1942 Slides January 5th. 1942 Covers January 5th. 1942
Pistons January 5th. 1942 Piston Rods January 5th. 1942 Connecting rods January 5th. 1942
Crank shaft January 5th. 1942 Thrust shaft October 29th. 1941 Intermediate shafts Fitted at Shipyard.
Tube shaft None. Screw shaft Fitted at Shipyard. Propeller Fitted at Shipyard.
Stern tube Fitted at Shipyard Engine and boiler seatings Fitted at Shipyard Engines holding down bolts Fitted 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 3717.6.18.41.00 Thrust shaft material O.H. Steel Identification Mark LLOYDS 3717.6.18.41.00
8-29-41 ERIE, Pa.

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 Richmond, Calif. to be fitted on board the vessel, and when it 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 ... \$ 325.83 : When applied for,
Special ... £ : : 19
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : : When received, 19

Alex. James.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 1 1942

Assigned See Richmond Rpt. No. 16



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