

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

9 MAY 1942

Received at London Office.

of writing Report. Feb. 23, 1942, When handed in at Local Office. Feb. 23, 1942 Port of RICHMOND, CALIFORNIA
 in Survey held at RICHMOND, CALIFORNIA Date, First Survey Sept. 11th, 1941 Last Survey Feb. 21st, 1942
 g. Book. (Number of Visits 65)
 on the S. S. "OCEAN VISION" Tons Gross 7174 Net 4272
 ilt at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION of Yard No. 9 When built 1942
 gines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6528 When made 1941
 ilers made at LOS ANGELES, CALIFORNIA By whom made WESTERN PIPE & STEEL CO. Boiler No. 20, 23 & 24 When made 1941
 ered Horse Power. Owners BRITISH GOVERNMENT Port belonging to LONDON
 Horse Power as per Rule 505 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 for which Vessel is intended FOREIGN---CARRYING DRY & PERISHABLE CARGOES

GINES, &c.—Description of Engines. TRIPLE EXPANSION Revs. per minute 76
 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" Mid. length breadth --- Thickness parallel to axis 9"
 as fitted 14.25" Crank pin dia. 14.25" Crank webs Mid. length thickness 9" shrunk Thickness around eye-hole 7.625"
 mediate Shafts, diameter as per Rule 13.32" Thrust shaft, diameter at collars as per Rule 13.97"
 as fitted 13.5" as fitted 14.25"
 Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule 14.86"
 as fitted NONE as fitted 15.25" Is the screw shaft fitted with a continuous liner YES
 Liners, thickness in way of bushes as per Rule 0.75" as per Rule 0.5625"
 as fitted 0.8125" Thickness between bushes as fitted 0.6875" Is the after end of the liner made watertight in the
 or boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner CONTINUOUS
 ner 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
 liners are fitted, is the shaft lapped or protected between the liners NO Is an approved Oil Gland or other appliance fitted at the after end of the tube
 NO If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 5' 1"
 ler, dia. 18' 6" Pitch 16' 6" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 117 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. TWO Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work YES
 No. and size TWO SIMPLEX 12" x 8" x 24" Pumps connected to the Main Bilge Line No. and size 1 Indpt. 10" x 11" x 12", 2 attached
 How driven STEAM Main Bilge Line How driven STEAM---MAIN ENGINE 8 Ballan
 Pumps, No. and size One 10" x 11" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary
 mps;—In Engine and Boiler Room 5 @ 3", 1 PORTABLE HOSE CONNECTION, 2 1/2"
 p Room --- In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size 1 @ 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes NO: STRAINERS IN BILGE WELLS
 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
 Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves YES
 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 YES
 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 AS APPROVED
 pes pass through the bunkers BILGE PIPES TO FORWARD HOLDS How are they protected THROUGH TANK TOP BRACKETS & STEEL COVERS
 pes pass through the deep tanks NONE 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 YES
 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
 ment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door NO worked from ENTRANCE FROM DECK

IN BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 7140 sq. ft.
 Boilers are fitted with Forced Draft 3 MAIN BOILERS Which Boilers are fitted with Superheaters 3 MAIN BOILERS
 d Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per sq. in.
REPORT ON MAIN BOILERS NOW FORWARDED? YES

DONKEY BOILER FITTED? NO If so, is a report now forwarded? ---
 donkey boiler be used for domestic purposes only ---

VS. Are approved plans forwarded herewith for Shafting 22/8/41 Main Boilers 28/4/41 Auxiliary Boilers --- Donkey Boilers ---
 (If not state date of approval)
 ters 5/11/41 General Pumping Arrangements 5 & 22/9/41 & 1/10/41 Oil fuel Burning Piping Arrangements COAL FIRED

SPARE GEAR.

Spare gear required by the Rules been supplied YES
 principal additional spare gear supplied 1 MAIN BEARING---2 HALVES

The foregoing is a correct description

AP B...

Manufacturer.

GENERAL SUPERINTENDENT & ASSISTANT SECRETARY

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

MARCH 17, 1941, CONTINUOUS ATTENDANCE UNTIL SHIPMENT
SEPTEMBER 11th, 1941, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL
LAST VISIT, FEBRUARY 21st, 1942
65

Dates of Examination of principal parts - Cylinders October 4, 1941 Slides October 4, 1941 Covers October 4, 1941
Pistons October 4, 1941 Piston Rods October 4, 1941 Connecting rods October 4, 1941
Crank shaft October 4, 1941 Thrust shaft September 11, 1941 Intermediate shafts June 18, 20, 27th, 1941
Tube shaft NONE Screw shaft August 4, 1941 Propeller July 30, 1941 & December 11
Stern tube December 11, 1941 Engine and boiler seatings November 17, 1941 Engines holding down bolts Jan. 15 to 20, 1942
Completion of fitting sea connections December 16, 1941
Completion of pumping arrangements January 20, 1942 Boilers fixed November 17, 1941 Engines tried under steam Jan. 26 & 27th, 1942
Main boiler safety valves adjusted January 27, 1942 Thickness of adjusting washers NO WASHERS--LOCK NUTS
Crank shaft material O.H. STEEL Identification Mark Oct. 4, 1941 Thrust shaft material O. H. STEEL Identification Mark Sept. 1941
Intermediate shafts, material O.H. STEEL Identification Marks June 18, 20, 27 1941 W.S. Tube shaft, material -- Identification Mark
Screw shaft, material O. H. STEEL Identification Mark 1931 W.S. Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test Jan. 1942
Is an installation fitted for burning oil fuel. NO 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. NO 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 "OCEAN VANGUARD", "OCEAN VIGIL", "OCEAN VOICE", RICHMOND Report, 1, 2, 3, 4, 5, 6
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 New York Report No. 41596 and Los Angeles Boiler Reports Nos. 20, 23 and 24, attached hereto. The machinery has been fitted on board the vessel in accordance with the Rules and Approved Plans, and has been tried under full working conditions with good 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. 2/42 and Tail Shaft seen C. L. with notation 3 S.B. (Spt) H.S. 7140 G.S. 172, 220 lbs F.D. 9 cf.

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

The amount of Entry Fee £ Inclusive :
Special \$337.83 £ fee charged :
Donkey Boiler Fee £ at London :
Travelling Expenses (if any) £ :
When applied for, 24. 4. 1942
When received, 19.

James F. Robertson
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
Assigned + LMC-2, 42.

NOTE-CL
3 SB (Ckt)
220 lbs.