

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Writing Report October 6th 1941 When handed in at Local Office 19 Port of New York

Survey held at Hamilton, Ohio Date, First Survey March 17th 1941 Last Survey October 4th 1941

Book. on the Toad-California Shipbuilding Corp. Hull (Number of Visits) Tons Gross Net

at Richmond, Calif. By whom built Toad-California Shipbuilding Corp. Yard No. When built 1941

Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 6528 When made 1941

Boilers made at Not known By whom made Not known Boiler No. When made

Registered Horse Power Owners British Government Port belonging to

Net 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.

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

No. of Cylinders 3 No. of Cranks 3

Length of Stroke 48" Mid. length breadth 29 1/2" Thickness parallel to axis 9"

shaft, dia. of journals as per Rule 13.97" 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 Fitted at Shipyard Thrust shaft, diameter at collar 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 screw shaft fitted with a continuous liner Yes.

as fitted as fitted

Liner 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

liner boss 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

eller, 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.

How driven Fitted at Shipyard Pumps connected to the Main Bilge Line No. and size How driven Fitted at Shipyard.

st Pumps, No. and size Fitted at Shipyard Lubricating Oil Pumps, including Spare Pump, No. and size

two 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

mp Room In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

nd size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

be 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

hey 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

hey 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

ll 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

artment 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

ch Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

be donkey boiler be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting Crank Shaft Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval) April 8th 1941

heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

be spare gear required by the Rules been supplied Yes.

the principal additional spare gear supplied 1 Main Bearing (2 Halves)

The foregoing is a correct description

Manufacturer.

General Machinery Corp.
Lloyd's Register
Foundation

003631-003639-0214

Dates of Survey while building

During progress of work in shops - - } March 17th, 1941. Continuous attendance until shipment.

During erection on board vessel - - - }

Total No. of visits

Dates of Examination of principal parts—Cylinders October 4th, 1941 Slides October 4th, 1941 Covers October 4th, 1941

Pistons October 4th, 1941 Piston Rods October 4th, 1941 Connecting rods October 4th, 1941

Crank shaft October 4th, 1941 Thrust shaft September 11th, 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 ^{LLOYD'S} OCT. 4. 41. Thrust shaft material O.H. Steel Identification Mark ^{LLOYD'S} SEPT.

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 has been built under Special Survey in accordance with the Rules & approved, the workmanship and material 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 done to the satisfaction of the Surveyor in accordance with the Rules, it will be eligible, in my opinion, to receive the notation \star L.M.C. with date in the Register Book.

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	x	£	335.83	:	When applied for,
Special	...	£	:	:	Nov 1941
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	19

Alex. James.
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned Lee Richmond Rpt. No. 9

NEW YORK MAR 18 1942

