

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 31 AUG 1942

Date of writing Report July 25th 1942 When handed in at Local Office July 25th 1942 Port of RICHMOND, CALIFORNIA

No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey April 10th, 1942 Last Survey May 27th 1942  
Reg. Book. (Number of Visits 42)

on the S. S. "OCEAN VAGRANT" Tons {Gross 7174 Net 4272  
Built at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION of Yard No. 22 When built 1942

Engines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORPORATION Engine No. 6712 When made 1942

Boilers made at SEATTLE, WASHINGTON By whom made PUGET SOUND MACHINERY DEPOT Boiler No. 16, 17, 18 When made 1942

Registered Horse Power 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 FOREIGN---CARRYING 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" as fitted 14.25" Crank pin dia. 14.25" Crank webs Mid. length breadth -- Thickness parallel to axis 9" Mid. length thickness 9" shrunken Thickness around eye-hole solid crank shaft

Intermediate Shafts, diameter as per Rule 13.32" as fitted 13.5" Thrust shaft, diameter at collars as per Rule 13.97" as fitted 14.25"

Tube Shafts, diameter as per Rule -- as fitted NONE Screw Shaft, diameter as per Rule 14.86" as fitted 15.25" Is the screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 0.75" as fitted 0.8125" Thickness between bushes as per Rule 0.5625" as fitted 0.6875" 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 CONTINUOUS

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 -- Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft NO If so, state type --

Propeller, dia. 18' 6" Pitch 16' 6" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 117 sq. ft. Length of Bearing in Stern Bush next to and supporting propeller 5' 1"

Feed Pumps worked from the Main Engines, No. NONE Diameter -- Stroke -- Can one be overhauled while the other is at work --

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 SIMPLEX 12" x 8" x 24" How driven STEAM Pumps connected to the Main Bilge Line { No. and size 1 Indpt. 10" x 11" x 12", 2 attached How driven STEAM--MAIN ENGINE

Ballast Pumps, No. and size One 10" x 11" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler NONE 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 -- In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes NO; STRAINERS IN 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~~ below the deep water line YES

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 AS APPROVED

What Pipes pass through the bunkers BILGE PIPES TO FORWARD HOLDS How are they protected THROUGH TANK TOP BRACKETS & STEEL COVERS

What pipes pass through the deep tanks NONE Have they been tested as per Rule --

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 ENTRANCE FROM DECK

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7140 sq. ft.

Which Boilers are fitted with Forced Draft 3 MAIN BOILERS Which Boilers are fitted with Superheaters 3 MAIN BOILERS

No. and Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per sq. inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? --

Can the donkey boiler be used for domestic purposes only --

PLANS. Are approved plans forwarded herewith for Shafting 8/4/41 Main Boilers 28/4/41 Auxiliary Boilers -- Donkey Boilers -- (If not state date of approval) 22/8/41

Superheaters 5/11/41 General Pumping Arrangements 5 & 22/9/41 & 1/10/41 Oil fuel Burning Piping Arrangements COAL FIRED

SPARE GEAR.

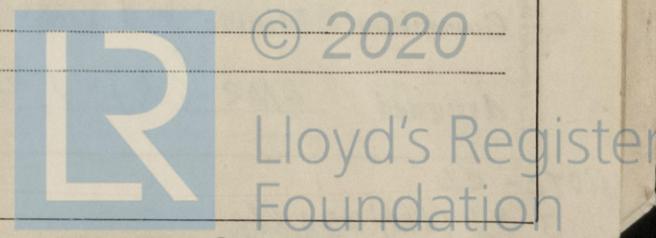
Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied 1 MAIN BEARING---2 HALVES

The foregoing is a correct description

*[Signature]*  
GENERAL SUPERINTENDENT AND ASSISTANT SECRETARY

Manufacturer.



FEBRUARY 19th, 1942, CONTINUOUS ATTENDANCE UNTIL SHIPMENT.

Dates of Survey while building

- During progress of work in shops - -
- During erection on board vessel - - -
- LAST VISIT, MAY 27th, 1942
- Total No. of visits 42

Dates of Examination of principal parts — Cylinders April 23rd, 1942 Slides April 23rd, 1942 Covers April 23rd, 1942  
 Pistons April 23rd, 1942 Piston Rods April 23rd, 1942 Connecting rods April 23rd, 1942  
 Crank shaft April 18th, 1942 Thrust shaft May 20th, 1942 Intermediate shafts March 19th & May 5 - 9, 1942  
 Tube shaft NONE Screw shaft March 23 & April 23rd, 1942 Propeller November 26th and April 28th, 1942  
 Stern tube April 22nd, 1942 Engine and boiler seatings April 30th, 1942 Engines holding down bolts May 9th to 12th, 1942  
 Completion of fitting sea connections April 28th, 1942

Completion of pumping arrangements May 24th, 1942 Boilers fixed April 20th, 1942 Engines tried under steam May 20th, 1942  
 Main boiler safety valves adjusted May 20th, 1942 Thickness of adjusting washers NO WASHERS---LOCK NUTS

Crank shaft material O.H. STEEL Identification Mark LLOYD'S 3954 Thrust shaft material O.H. STEEL Identification Mark LLOYD'S A.J. Feb. 19, 6712  
 C.D. 2/11/42

Intermediate shafts, material O.H. STEEL Identification Mark LLOYD'S R-55, Tube shaft, material -- Identification Mark --  
 56,60,75,78,84, F.G.A. Mar. 19/42

Screw shaft, material O.H. STEEL Identification Mark LLOYD'S R-62 Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test May 18/42  
 F.G.A. Mar. 19/42

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", etc. Richmond Rpts. 1 through 22

General Remarks (State quality of workmanship, opinions as to class, &c.)

The main engines of this vessel have not been built under our Special Survey. They have been built under the Special Survey of the American Bureau of Shipping, as per copies of certificates herewith, Seattle Boiler Reports, #3475, 3476 and 3477. They have been opened up and examined and found to comply with the Rules and the workmanship and material appear to be good. The machinery has been tried at full working power and found satisfactory, and is now in good and safe working condition and eligible in our opinion, to receive the notation L. M. C. 5/42 Tail shaft seen C. L. with notations 3 S.B. (Spt.) H.S. 7140 G.S. 172, 220 lbs. F.D. 9 cf.

NO INSTRUCTIONS RECEIVED

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	\$30.00	Inclusive fee per vessel	When applied for,
Special	\$260.68	to be charged	19
Donkey Boiler Fee	325.83	in London :	
Travelling Expenses (if any)	£	:	When received,
			19

For self and J.F. Robertson:  
*John L. Robertson*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 12 1942

Assigned LMC-CR)-5,420

NOTE - CL  
 3 SB (Oct) 220 lbs.

