

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 SEP 1942

Date of writing Report AUGUST 6th, 1942 When handed in at Local Office AUGUST 7th, 1942 Port of RICHMOND, CALIFORNIA

No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey JUNE 8th, 1942 Last Survey JULY 22nd, 1942 Reg. Book. (Number of Visits 60)

on the S. S. "OCEAN VICTORY" Tons Gross 7174 Net 4272

Built at RICHMOND, CALIFORNIA By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION Yard No. 30 When built 1942 of THE PERMANENTE METALS CORPORATION

Engines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6742 When made 1942

Boilers made at SEATTLE, WASHINGTON By whom made PUGET SOUND MACHINERY DEPOT Boiler No. 25, 26, 27 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

No. 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. 14.25 Mid. length breadth --- Thickness parallel to axis 9

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

Propeller 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

Propeller 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 YES

If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller 5' 1"

Propeller, dia. 18' 6" Pitch 16' 6" No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 117 sq. ft.

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

Large 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" 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

Fast 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

Large Pumps;—In Engine and Boiler Room 5 @ 3", 1 PORTABLE HOSE CONNECTION, 2 1/2"

Pump 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, 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 YES

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges 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

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

Are the 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 7174 sq. ft.

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

and Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per sq. inch

A REPORT ON MAIN BOILERS NOW FORWARDED? YES

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

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

ANS. 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 ---

SPARE GEAR.

Is the spare gear required by the Rules been supplied YES

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

The foregoing is a correct description

GENERAL SUPERINTENDENT AND ASSISTANT SECRETARY

Manufacturer.



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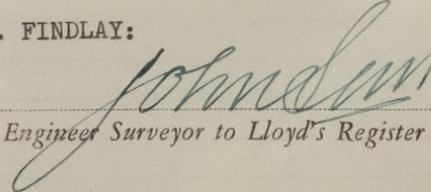
During progress of work in shops - - APRIL 21st, 1942, CONTINUOUS ATTENDANCE UNTIL SHIPMENT
 During erection on board vessel - - JUNE 8th, 1942, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL
 LAST VISIT, JULY 22nd, 1942
 Total No. of visits 60

Dates of Examination of principal parts — Cylinders JUNE 18th, 1942 Slides JUNE 18th, 1942 Covers JUNE 18th, 1942
 Pistons JUNE 20th, 1942 Piston Rods JUNE 20th, 1942 Connecting rods JUNE 20th, 1942
 Crank shaft JUNE 14th, 1942 Thrust shaft JULY 11th, 1942 Intermediate shafts JUNE 11th & JULY 2nd to 4th, 1942
 Tube shaft — Screw shaft JUNE 11th & JUNE 24th, 1942 Propeller MAY 22nd, 1942 & JUNE 24th, 1942
 Stern tube JUNE 25th, 1942 Engine and boiler seatings JUNE 16th, 1942 Engines holding down bolts JULY 5th to 7th, 1942
 Completion of fitting sea connections JUNE 26th, 1942
 Completion of pumping arrangements JULY 15th, 1942 Boilers fixed JULY 2nd, 1942 Engines tried under steam JULY 11th, 1942
 Main boiler safety valves adjusted JULY 11th, 1942 Thickness of adjusting washers NO WASHERS—LOCK NUTS
 Crank shaft material O. H. STEEL Identification Mark 145 A (62) B, 2-18-42, & 209 A (65) B ALCO March 5th, 1942
 Intermediate shafts, material O. H. STEEL Identification Marks June 11, 1942 Tube shaft, material — Identification Mark A (80) B
 Screw shaft, material O. H. STEEL Identification Mark June 11, 1942 Steam Pipes, material Steel Test pressure 660 lbs. Date of Test JULY 8th, 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", ETC., Richmond Rpts. 1 through 29
 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 certificate herewith, Seattle Reports Nos. 25, 26, and 27. 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 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. 7-42, Tail Shaft seen C.L., with notations 3 S. B. (Spt.), H. S. 7140, G. S. 172, 220 lbs., F. D. 9 c. f.

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

FOR SELF AND J. FINDLAY:

 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK AUG 26 1942
 Assigned L.M.C. (R) 7, 42.

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



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