

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 5 AUG 1942

Date of writing Report July 14th 1942 When handed in at Local Office July 14th 1942 Port of RICHMOND, CALIFORNIA

No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey March 17th, 1942 Last Survey May 8th 1942
Reg. Book. (Number of Visits 45)

on the S. S. "OCEAN VISTA"

Built at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION Yard No. 19 When built 1942
of The Permanente Metals Corporation

Engines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6564 When made 1942
Wash. Puget Sound Machinery Dept.

Boilers made at SEATTLE, CALIFORNIA By whom made WESTERN PIPE & STEEL CO. Boiler No. 7, 9, 11 When made 1942

Registered Horse Power Owners BRITISH GOVERNMENT Port belonging to LONDON

Com. 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 $24\frac{1}{2}$ " 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"
as fitted 14.25" Crank webs 9" shrunk Mid. length thickness 9" Thickness around eye-hole 7.625"

Intermediate 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"

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

Bronze Liners, thickness in way of bushes as per Rule 0.75" Thickness between bushes as per Rule 0.5625" Is the after end of the liner made watertight in the
as fitted 0.8125" as fitted 0.6875" CONTINUOUS

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 TIGHT FIT

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

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 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.

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 $4\frac{1}{2}$ " Stroke 26" Can one be overhauled while the other is at work YES

Feed {No. and size TWO SIMPLEX 12" x 8" x 24" Pumps connected to the {No. and size 1 Indpt. 10" x 11" x 12", 2 attached
How driven STEAM Main Bilge Line {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 $\frac{1}{2}$ " 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 ~~as 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 or 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? ---

Is 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.

Is 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

Manufacturer.

GENERAL SUPERINTENDENT AND ASSISTANT SECRETARY

009943-009953-0176

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MARCH 17th, 1941, CONTINUOUS ATTENDANCE UNTIL SHIPMENT


Dates
of Survey
while
buildingDuring progress of
work in shops - -During erection on
board vessel - -

MARCH 17th, 1942, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL

LAST VISIT, MAY 8th, 1942

Total No. of visits 45

Dates of Examination of principal parts — Cylinders January 19th, 1942 Slides January 19th, 1942 Covers January 19th, 1942
 Pistons January 19th, 1942 Piston Rods January 19th, 1942 Connecting rods January 19th, 1942
 Crank shaft January 19th, 1942 Thrust shaft January 3rd, 1942 Intermediate shafts March 12/42, Apr. 18 - 23, 1942
 Tube shaft NONE Screw shaft February 25, April 2, 1942 Propeller August 18, 1941 & April 9, 1942
 Stern tube April 8, 1942 Engine and boiler seatings March 17th, 1942 Engines holding down bolts April 18 - 21, 1942
 Completion of fitting sea connections April 9th, 1942
 Completion of pumping arrangements April 29th, 1942 Boilers fixed April 15th, 1942 Engines tried under steam April 21st, 1942
 Main boiler safety valves adjusted April 29th, 1942 Thickness of adjusting washers NO WASHERS --- LOCK NUTS LLOYD'S A.
 Crank shaft material O. H. STEEL Identification Mark Jan. 19, 1942 Thrust shaft material O. H. STEEL Identification Mark Jan. 3, 1942
 Intermediate shafts, material O. H. STEEL Identification Marks LLOYD'S R52, 61 63, 68, 72 & 77 Tube shaft, material --- Identification Mark ---
 Screw shaft, material O. H. STEEL Identification Mark LLOYD'S R67 Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test April 1
 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 V" etc., Richmond Reports 1 through 18
 General Remarks (State quality of workmanship, opinions as to class, &c.)

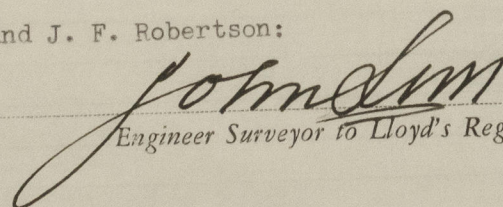
The machinery of this vessel has been built under Special Survey, as stated in New York Report No. 42039
 Seattle Boiler Reports Nos. 3453, 3455 and 3457 attached hereto. The machinery has been fitted on board the
 vessel in accordance with the Rules and Approved Plans, and has been tried under full 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. 5/42 and Tail Shaft seen C. L. with notations 3 S. B.
 (Spt.) H.S. 7140 G.S. 172, 220 lbs. F. D. 9 cf. NOTE: Thrust shaft groove from end of bearing shaft
 being still over required size 13.97". (See Photo attached) ✓

The amount of Entry Fee \$20.00 Inclusive fee When applied for,
 Special \$260.68 per vessel 19
 Donkey Boiler Fee ... £ to be charged in London When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute NEW YORK JUL 22 1942

Assigned + LMC-5, 42

For self and J. F. Robertson:


 Engineer Surveyor to Lloyd's Register of Shipping.



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NOTE-CL

3 SB (CHT) 120 lbs.

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