

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5-AUG-1942

Date of writing Report January 20th 1942 When handed in at Local Office

19

Port of

New York.

No. in Survey held at

Hamilton, Ohio.

Date, First Survey March 17th 1941Last Survey January 19th 1942

Reg. Book.

on the Todd-California Shipbuilding Corporation Hull. 5/3 "Ocean Volga"

(Number of Visits)

Gross 7174Net 4272Built at Richmond, Calif. By whom built Todd-California Shipbuilding Corp. Yard No. 19When built 1942-5Engines made at Hamilton, Ohio.By whom made General Machinery Corp.Engine No. 6564When made 1942Boilers made at Seattle, Wash.By whom made Puget Sound MachineryBoiler No. 7, 9, 11When made 1942

Registered Horse Power

Owners British GovernmentPort belonging to LondonNom. 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

Freighter.

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders 24 1/2", 37", 70" Length of Stroke 48"

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals as per Rule 13.97"Crank pin dia. 14 1/2"

Crank webs

Mid. length breadth 29 5/8"

shrunk

Thickness parallel to axis 9"as fitted 14 1/2"Mid. length thickness 9"Thickness around eye-hole 7 5/8"

Intermediate Shafts, diameter as per Rule

Thrust shaft, diameter at collars as per Rule

as fitted 13.97"as fitted Fitted at Shipyardas fitted 14 1/2"

Tube Shafts, diameter as per Rule

Screw Shaft, diameter as per Rule

as fitted Fitted at Shipyard

Is the { tube } shaft fitted with a continuous liner {

Yes.

as fitted None

as fitted

Bronze Liners, 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

propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of Blades

Material

whether Moveable

Total Developed Surface

sq. feet

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. 2Diameter 4 1/2"Stroke 26"Can one be overhauled while the other is at work Yes.Feed Pumps { No. and size Fitted at Shipyard

Pumps connected to the {

No. and size

How driven

Main Bilge Line

How driven

Fitted at Shipyard.Ballast Pumps, No. and size Fitted at Shipyard

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they 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

Are they 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

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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

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

Is Forced Draft fitted

No. 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?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Crankshaft Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

April 8th 1941

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

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,

General Machinery Corp.

Manufacturer.

By Walter A. Bentley

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Lloyd's Register

Foundation

009943-009953-0177

March 17th. 1941. Continuous attendance until shipment.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

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 Fitted at Shipyard.

Tube shaft None Screw shaft Fitted at Shipyard Propeller Fitted at Shipyard.

Stern tube Fitted at Shipyard Engine and boiler seatings Fitted at Shipyard. Engines holding down bolts Fitted 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 JAN. 19. 42 Thrust shaft material O.H. Steel Identification Mark JAN. 3. 42.

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 1.

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

This engine has been built under Special Survey in accordance with the Rules and approved plans, the workmanship and materials 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 this has been 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.

The amount of Entry Fee ... \$325.83 : When applied for, 19

Special ... £ : : When received, 19

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

Committee's Minute NEW YORK JUL 22 1942

Assigned See Richmond Rkt. No. 19.

Alex. James.

Engineer Surveyor to Lloyd's Register of Shipping.



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