

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 AUG 1942

Date of writing Report 20th June 1942 When handed in at Local Office 19 Port of (Portland, Maine) (New York)

No. in Survey held at South Portland, Maine, U.S.A. Date, First Survey 23rd Aug. 1941 Last Survey 5th June 1942

Reg. Book. on the "OCEAN PRIDE" (Number of Visits) Continuous Tons {Gross 7172.79 Net 4278

Built at So. Portland, Maine By whom built Todd-Bath Iron Shipbuilding Corp. Yard No. 8 When built 1942-6

Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 6556 When made 1941

Boilers made at Schenectady, New York By whom made American Locomotive Corp. Boiler No. S49,62,65 When made 1941

Registered Horse Power 505 Owners British Ministry of War Transport 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 Carrying Dry & Perishable Cargoes.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

Dia of Cylinders 24½ 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. 14½" Mid. length breadth 29-5/8" Thickness parallel to axis 9"

as fitted 14½" Crank webs Mid. length thickness 9" shrunken Thickness around eye-hole 7-5/8"

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

as fitted 13.5" as fitted 14½"

Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 14.86" Is the screw shaft fitted with a continuous liner {yes

as fitted Thickness between bushes as per Rule .56" Is the after end of the liner made watertight in the propeller boss Yes

as fitted .78" as fitted .69" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length

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 X Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

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

Propeller, dia. 18.6" Pitch 16.0" No. of Blades 4 Material whether Moveable No Total Developed Surface 117 sq. ft.

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

Bilge Pumps worked from the Main Engines, No. two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes

Feed (No. and size Two 12"x8"x24" One 9"x6"x10" Pumps connected to the { No. and size 2@4½"x26" and One Duplex 10"x11"x12"

Pumps {How driven Steam Steam Main Bilge Line {How driven Main Engine Steam

Ballast Pumps, No. and size One 10"x11"x12" (Duplex) Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler X Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 5 @ 3" 1 portable hose connection 2½"

In Pump Room X In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank.

(main bilge line size)

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No Strainers on Bilge Wells. Yes

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 or below the deep water line Below

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 No

What Pipes pass through the bunkers Bilge & Ballast Pipes How are they protected Strong wood casings.

What pipes pass through the deep tanks None Have they been tested as per Rule X

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 X

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

Which Boilers are fitted with Forced Draft 3 main Which Boilers are fitted with Superheaters 3 main

No. and Description of Boilers 3 Multitubular Scotch Marine Working Pressure 220 lb. per sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? X

Can the donkey boiler be used for domestic purposes only X

PLANS. Are approved plans forwarded herewith for Shafting 22/8/41 Main Boilers 28/4/41 Auxiliary Boilers X Donkey Boilers X

(If not state date of approval)

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 complete. 1 Spare Propeller.

The foregoing is a correct description

Paul E. Hildgaard
TODD-BATH IRON SHIPBUILDING CORP.

Manufacturer.



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Lloyd's Register
Foundation

010283-010288-0178

Reinfo
PILLARS

Dates of Survey while building
During progress of work in shops --
Continuous attendance from 23rd August, 1941, to 5th June, 1942.
During erection on board vessel --
Total No. of visits

Centre
Stiffe

Dates of Examination of principal parts — Cylinders December 31, 1941 Slides December 31, 1941 Covers December 31, 1941

Platin

Pistons December 31, 1941 Piston Rods December 31, 1941 Connecting rods December 31, 1941

STRING
Upper
Strin

Crank shaft December 31, 1941 Thrust shaft December 20, 1941 Intermediate shafts March 21, 23, 24, 26 & April 11

Tube shaft x Screw shaft May 27, 1941 Propeller August 21st, 1941

Stern tube March 9th, 1942 Engine and boiler seatings April 27th, 1942 Engines holding down bolts April 27th, 1942

Completion of fitting sea connections April 17th, 1942

Completion of pumping arrangements May 26, 1942 Boilers fixed April 17, 1942 Engines tried under steam May 28th, 1942

Main boiler safety valves adjusted May 20th, 1942 Thickness of adjusting washers No washers Lock nuts, Lloyd's A.

Crank shaft material O.H. Steel Identification Mark Dec. 31-41 Thrust shaft material O.H. Steel Identification Mark Dec. 20-41

Intermediate shafts, material O.H. Steel Identification Mark Lloyd's 3871, 3872, 3930, Tube shaft, material x Identification Mark x

Screw shaft, material O.H. Steel Identification Mark Lloyd's 3948, 4502, 4504 Steam Pipes, material S.D. Steel Test pressure 660 lbs. Date of Test May 3rd,

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. x

Have the requirements of the Rules for the use of oil as fuel been complied with x

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 x

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with x

Is this machinery duplicate of a previous case Yes If so, state name of vessel "OCEAN VANGUARD", "OCEAN LIBERTY",

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 Reports No. 41960, S49, S62, S65 attached thereto. The

machinery has been fitted on board the vessel in accordance with the Rules and approved plans and

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. 6.42 and tail shaft seen C. L. with notation 3 S.B. (Spt.)

H.S. 7140 G.S. 172,220 lbs. F.D. 9 c.f.

FLAT PL

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of Str

BILGE P
Strake

SIDE PL
Strake

UPPER
strake

UPPER
strake

STRAKE
strake

STRAKE
strake

POOP S

BRIDGE

FOREC'T

Total

MIDSE

COLL

AFT

STEI

The amount of Entry Fee ... U.S.\$ 30.00: When applied for,
Special ... U.S.\$ 912.34 19.
Donkey Boiler Fee £ xxxxx
Electrical Installation 65.16 When received,
Travelling Expenses (if any) £ xxxxxxxx 19.

Committee's Minute, NEW YORK AUG 5 1942

Assigned + LMC-6, 42.

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

A.C. Haskell. & R. Roddy
Engineer Surveyors to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

Date of writing Re

No. in
Reg. Book.

Built at Port

Engines made

Boilers made

Registered H

Nom. Horse

Trade for wh

ENGINE

Dia of Cylind

Crank shaft,

Intermediate

Tube Shafts,

Bronze Liner

propeller boss

If the liner does

If two liners ar

shaft

Propeller, dia

Feed Pumps

Bilge Pumps

Feed (No. a

Pumps (How

Ballast Pump

Are two indepe

Bilge Pumps;

In Pump Room

Main Water C

No. and size

Are the Bilge S

Are all Sea C

Are they fixed

Are they each fi

What Pipes pas

What pipes pas

Are all Pipes, C

Is the arrangem

compartment to

MAIN B

Which Boilen

No. and Des

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Can the donkey

PLANS.

Superheaters

Has the spare g

State the princi