

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report JUNE 22nd, 1942 When handed in at Local Office JUNE 23rd, 1942 Port of RICHMOND, CALIFORNIA

No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey FEB. 12th, 1942 Last Survey APRIL 23rd, 1942

Reg. Book. (Number of Visits 47)

on the S. S. "OCEAN VETERAN"

Tons { Gross 7174  
Net 4272

Built at RICHMOND, CALIFORNIA By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION  
of THE PERMANENTE METALS CORPORATION Yard No. 17 When built 1942

Engines made at HAMILTON, OHIO By whom made GENERAL MACHINERY CORP. Engine No. 6560 When made 1942

Boilers made at SEATTLE, WASHINGTON By whom made PUGET SOUND MACHINERY DEPOT Boiler No. 13, 14, 15 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 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

as per Rule 13.97" Mid. length breadth -- Thickness parallel to axis 9"

Crank shaft, dia. of journals as fitted 14.25" Crank pin dia. 14.25" Crank webs Mid. length thickness 9" shrunk Thickness around eye-hole 7.625"

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

as fitted NONE as fitted 15.25" Is the {tube} shaft fitted with a continuous liner YES

as fitted 0.75" as per Rule 0.5625" Is the after end of the liner made watertight in the

as fitted 0.8125" Thickness between bushes as fitted 0.6875" TIGHT FIT

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

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

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

aft 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.

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

lge 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 SIMPLEX 12" x 8" x 24" Pumps connected to the { No. and size 1 Indpt. 10" x 11" x 12", 2 attached

umps (How driven STEAM Main Bilge Line { How driven STEAM---MAIN ENGINE

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

the two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary

lge Pumps;—In Engine and Boiler Room 5 @ 3", 1 PORTABLE HOSE CONNECTION, 2½"

Pump Room -- In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)

ain 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

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

all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves YES

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

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

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

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

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

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

partment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door NO worked from ENTRANCE FROM DECK

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

hich 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? --

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 COAL FIRED

## SPARE GEAR.

as the spare gear required by the Rules been supplied YES

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

ter Capacity  
Tons.  
124  
166  
734

The foregoing is a correct description

GENERAL SUPERINTENDENT AND ASSISTANT SECRETARY

Manufacturer.



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Foundation

010605-010614-0226



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

MARCH 17th, 1941, CONTINUOUS ATTENDANCE UNTIL SHIPMENT

FEBRUARY 12th, 1942, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL

LAST VISIT, 23rd APRIL, 1942

47

Dates of Examination of principal parts—Cylinders January 9th, 1942 Slides January 9th, 1942 Covers January 9th, 1942  
Pistons January 9th, 1942 Piston Rods January 9th, 1942 Connecting rods January 9th, 1942  
Crank shaft January 9th, 1942 Thrust shaft December 29th, 1941 Intermediate shafts JULY 7-21/41. Mar. 21 & 30/42  
Tube shaft NONE Screw shaft JUNE 28 to Aug. 5, 1941 Propeller Aug. 18, 1941. March 25, 1942  
Stern tube March 25, 1942 Engine and boiler seatings February 12, 1942 Engines holding down bolts April 3 to 7, 1942

Completion of fitting sea connections March 27, 1942

Completion of pumping arrangements April 18, 1942 Boilers fixed March 24, 1942 Engines tried under steam April 12, 1942

Main boiler safety valves adjusted April 14, 1942 Thickness of adjusting washers NO WASHERS---LOCK NUTS

Crank shaft material O. H. STEEL Identification Mark Jan. 9/42 Thrust shaft material O.H. STEEL Identification Mark Dec. 29/41

Intermediate shafts, material O.H. STEEL Identification Marks July 15-21/41 Tube shaft, material -- Identification Mark --

Screw shaft, material O.H. STEEL Identification Mark 2023 W.S. Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test APR. 15/42

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",

General Remarks (State quality of workmanship, opinions as to class, &c. "OCEAN VOICE, etc. Richmond Repts. Nos. 1 through 16.

The machinery of this vessel has been built under Special Survey, as stated in New York Report No. 41992 and

Seattle Boiler Reports Nos. 3468, 3439, 3470, 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. 4-42 and Tail Shaft seen C.L. with notations 3 S.B. (Spt) H.S. 7140 G.S. 172, 220 lbs., F.D. 9

Certificate to be sent to NO INSTRUCTION RECEIVED

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

Committee's Minute NEW YORK JUL 8 1942

Assigned + LMC 442

Note CL

3 SB (Spt) 220 lbs

John M. Smith  
Engineer Surveyor to Lloyd's Register of Shipping.



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