

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 2nd August 1942 Port of Portland, Maine (New York)  
Date of writing Report 1942 When handed in at Local Office 1942  
No. in Survey held at South Portland, Maine, U.S.A. Date, First Survey 12th April, 1942 Last Survey 22nd July 1942  
Reg. Book. on the "OCEAN WANDERER" (Number of Visits Continuous) Tons {Gross 7178  
Net 4280  
Built at So. Portland, Maine By whom built Todd-Bath Iron Shipbuilding Corp. Yard No. 14 When built 1942-7  
Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 6718 When made 1942  
Boilers made at Schenectady, New York By whom made American Locomotive Corp. Boiler No. S12,20,22 When made 1941  
Registered Horse Power. 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" 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"  
as fitted 15.25" Is the (screw) shaft fitted with a continuous liner {yes  
Bronze Liners, thickness in way of bushes as per Rule .75" as per Rule .56"  
as fitted .78" as fitted .69" 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 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.  
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 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

Carl E. Kitgaard  
TODD-BATH IRON SHIPBUILDING CORP.

Manufacturer.



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010615-010623-0057



Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits

Continuous attendance from 12th April, 1942 until 22nd July, 1942.

Dates of Examination of principal parts — Cylinders 22nd June, 1942 Slides 22nd June, 1942 Covers 22nd June, 1942  
Pistons 22nd June, 1942 Piston Rods 22nd June, 1942 Connecting rods 22nd June, 1942  
Crank shaft 22nd June, 1942 Thrust shaft 13th May, 1942 Intermediate shafts 6, 7, 9, 11th May & 11th June, 1942  
Tube shaft x Screw shaft 7th November, 1941 Propeller 8th October 1941.  
Stern tube 6th June, 1942 Engine and boiler seatings 29th June, 1942 Engines holding down bolts 29th June, 1942  
Completion of fitting sea connections 12th June, 1942 Boilers fixed 29th June, 1942 Engines tried under steam 19th July, 1942  
Completion of pumping arrangements 13th July, 1942 Main boiler safety valves adjusted 11th July, 1942 Thickness of adjusting washers x

Crank shaft material O.H. Steel Identification Mark A.B. 5-107-1 Thrust shaft material O.H. Steel Identification Mark A.B. 83  
Intermediate shafts, material O.H. Steel Identification Marks Lloyd's 3870, 4508, 3840, 4541, Lloyd's 4557, 4573 Tube shaft, material x Identification Mark x  
Screw shaft, material O.H. Steel Identification Mark 3912 Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 29th July, 1942

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", etc.

General Remarks (State quality of workmanship, opinions as to class, &c.) The Main engine of this vessel has not been built under Special Survey. It has been built under the Special Survey of the American Bureau of Shipping as per copy of their certificate herewith. It has been opened up and examined and found to comply with the Rules and the workmanship and materials appear to be good.

The boilers have been built under Special Survey as per New York Reports Nos. S12, 20 & 22 attached herewith.

The machinery has been tried under working conditions 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 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.

The amount of Entry Fee ... \$ 30.00 : When applied for,  
Special ... \$ 912.34 : 2-9-1942  
Donkey Boiler Fee ... :  
Electrical Installation \$ 65.16 : When received,  
Travelling Expenses (if any) £ : 19.

Committee's Minute NEW YORK AUG 26 1942

Assigned L.M.C. (R)-7, 42

W. H. Ashkill & R. Rodgers  
Engineer Surveyors to Lloyd's Register of Shipping.



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NOTE-CL

3 S. B. (Spt) 220 lbs.