

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 MAY 1942

of writing Report. 19 When handed in at Local Office. 19 Port of Portland, Maine (New York)

o. in Survey held at South Portland, Me. U.S.A. Date, First Survey 17 March, 1941 Last Survey 16th March 1942

eg. Book. on the "OCEAN LIBERTY" (Number of Visits See Back)

uilt at South Portland, Me. By whom built Todd-Bath Iron Shipbuilding Corp. Yard No. 1 Tons Gross 7173  
Net 4278

Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 6522 When made 1941

Boilers made at Schenectady, New York By whom made American Locomotive Co. Boilers No. S85, S87, S89 When made 1941

Registered Horse Power 505 Owners British Ministry of War Transport Port belonging to London

Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

ade for which Vessel is intended Carrying Dry & Perishable Cargo.

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

of Cylinders 24½ x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals as per Rule 13.97 Crank pin dia. 14½" Mid. length breadth 20" Thickness parallel to axis Solid Forged Crank Shaft.  
as fitted 14½" Crank webs Mid. length thickness 9" Thickness around eye-hole 13.97.

Intermediate Shafts, diameter as per Rule 13.32 Thrust shaft, diameter at collars as per Rule 14.25  
as fitted 13.5 as fitted 14.86.

Shafts, diameter as per Rule None Screw Shaft, diameter as per Rule 15.25" Is the tube shaft fitted with a continuous liner Yes  
as fitted X as fitted .75" as fitted 0.56"

ize Liners, thickness in way of bushes as per Rule .78" Thickness between bushes as per Rule 0.69" Is the after end of the liner made watertight in the  
as fitted .78" as fitted 0.69" one length

eller 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  
 e 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.

o 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  
No. If so, state type X

eller, dia. 18'-6" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable No. Total Developed Surface 117. sq. ft.

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

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

d (No. and size Two. 12x8x24 & one. 9x6x10 Pumps connected to the No. and size 2 @ 4½ x 26" & one Duplex, 10x11x12  
 ps (How driven Steam Steam Main Bilge Line How driven Main Engine

st Pumps, No. and size One 10 x 11 x 12 Lubricating Oil Pumps, including Spare Pump, No. and size None

wo independent means arranged for circulating water through the Oil Cooler X Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps;—In Engine and Boiler Room 5 @ 3", 1 portable hose connection 2½"

mp Room X In Holds, &c. 2 @ 3" in each hold, 1 @ 5" (main bilge line size)

each deep tank.

Water Circulating Pump Direct Bilge Suctions, No. and size one 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 nd size one 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No. Strainers on bilge wells. Yes.

be 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.

Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Yes.

hey 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.

hey 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.

Pipes pass through the bunkers Bilge & Ballast pipes. How are they protected Strong Wood Casings.

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

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

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  
 rtment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from X

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

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

nd Description of Boilers 3 multitubular Working Pressure 220 lb per sq inch.

REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

e donkey boiler be used for domestic purposes only X

ANS. 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)

aters 5/11/41 General Pumping Arrangements 4&22/9/41&1/10/41 Oil fuel Burning Piping Arrangements Coal fired.

## SPARE GEAR.

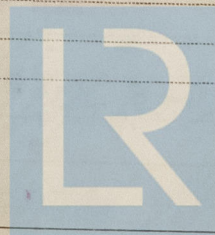
spare gear required by the Rules been supplied Yes

principal additional spare gear supplied 1 Main bearing complete, 1 spare propeller

The foregoing is a correct description

J. M. Main VICE PRESIDENT

Manufacturer.



© 2021

Lloyd's Register  
Foundation

011619-011622-011646



Dates of Survey while building

During progress of work in shops - -

Continuous attendance from 17th March, 1941 until 11th September, 1941.

During erection on board vessel - -

Continuous attendance from 23rd July, 1941 until 16th March, 1942.

Total No. of visits

Dates of Examination of principal parts—Cylinders 10/9/41 Slides 10/9/41 Covers 10/9/41

Pistons 10/9/41 Piston Rods 10/9/41 Connecting rods 10/9/41

Crank shaft 10/9/41 Thrust shaft 13/8/41 Intermediate shafts 13 & 20/5/41, 6 & 27/6/41 & 29/7/41

Tube shaft None Screw shaft 14/5/41 Propeller 6/10/41

Stern tube 30/11/41 Engine and boiler seatings 21/1/42 Engines holding down bolts 21/1/42

Completion of fitting sea connections 9/12/41

Completion of pumping arrangements 3/4/42 Boilers fixed 8/11/41 Engines tried under steam 19 & 20/2/42

Main boiler safety valves adjusted 27/2/42 Thickness of adjusting washers No washers. Lock nuts.

Crank shaft material O.H. Steel Identification Mark Lloyds 3705, 3727, 3580, Thrust shaft material Steel Identification Mark 3576 A

Intermediate shafts, material O.H. Steel Identification Marks 3581, 3583 Tube shaft, material X Identification Mark X

Screw shaft, material O.H. Steel Identification Mark 3585 Steam Pipes, material S.D. Steel Test pressure 660lbs. Date of Test 1/12/41

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", etc.

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 Nos. 41513, S87, S87 & S 89 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. 3.42 and tail shaft seen C.L. with notations 3 S.B. (Spt)

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

Certificate to be sent to

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

The amount of Entry Fee ... £ Inclusive: fee per vessel to be charged

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ at London:

1st Entry \$ 30 Classification machinery etc = \$ 912.34

NEW YORK APR 15 1942

Committee's Minute

Assigned + LMC-3,42

NOTE-CL

3 SB (Cat) 220 lbs.

For B. Pickering & others.

Dr. Haskell & C. Macpherson

Engineer Surveyor to Lloyd's Register of Shipping



© 2021

Lloyd's Register Foundation