

APR 27 1942

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

4 JUN 1942)

Date of writing Report 19 When handed in at Local Office 19 Port of LOS ANGELES, CALIFORNIA
 No. in Reg. Book Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey April 9 Last Survey April 11 1942
 on the Machinery of the ~~WOOD, LORON~~ Steel S.S. "OCEAN VENUS" (No. of Visits three)

Tonnage { Gross 7174 Vessel built at Richmond, Calif. By whom Todd-California SB. Corp. When
 Net Engines made at By whom When
 Nominal Horse Power Boilers, when made (Main) (Donkey)
 No. of Main Boilers Owners Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port Voyage
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat - Berth 188, Particulars of Classification (which must be inserted
 in Donkey Boilers (State name of Dock.) Wilmington, Cal. precisely as in Register Book & Supplements).

Last Report No. 8526 Port S.F.O.

Particulars of Examination and Repairs (if any) Boiler Repairs

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Repairs to Port, Centre & Starboard Main Boilers:-

Combustion Chambers of Boilers examined on fire side and the following repairs effected:

PORT BOILER: Port Combustion Chamber: 38 c.c. stay nuts removed, stays recaulked and nuts replaced. 3 stay and 7 plain tubes expanded.

Centre Combustion Chamber: 44 c.c. stay nuts removed, stays recaulked and nuts replaced. 6 stay and 10 plain tubes expanded.

Starboard Combustion Chamber: 41 c.c. stay nuts removed, stays recaulked and nuts replaced. 5 stay and 30 plain tubes expanded.

CENTRE BOILER: Port Combustion Chamber: 34 c.c. stay nuts removed, stays recaulked and nuts replaced. 6 plain tubes expanded.

Centre Combustion Chamber: 27 c.c. stay nuts removed, stays recaulked and nuts replaced. 5 stay and 8 plain tubes expanded.

Starboard Combustion Chamber: 20 c.c. stay nuts removed, stays recaulked & nuts replaced. 6 stay and 20 plain tubes expanded.

General Observations, Opinion, and Recommendation:- Recommend that the Machinery of this P.T.O.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

vessel, so far as now seen, is in good and safe working condition and eligible in my opinion to remain as Classed without fresh record of Survey.

Survey Fee (per Section 29) \$45.00 : Fees applied for
 Special Damage or Repair Fee (if any) £ : : Apr. 11, 1942
 (per Section 29.)
 Travelling expenses (if chargeable) \$ 3.00 : Received by me,
 19

Committee's Minute NEW YORK MAY 13 1942

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W255-0032 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

S.S. "OCEAN VENUS"

STARBOARD BOILER: Port Combustion Chamber: 27 c.c. stay nuts removed, stays recaulked and nuts replaced. 1 stay and 3 plain tubes expanded.
Centre Combustion Chamber: 27 c.c. stay nuts removed, stays recaulked and nuts replaced. 1 stay and 3 plain tubes expanded.
Starboard Combustion Chamber: 17 c.c. stay nuts removed, stays recaulked and nuts replaced. 3 plain tubes expanded.

joc.

Notes.
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 16/6/00.



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