

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

4 JUN 1942

Date of writing Report April 15th, 1942 When handed in at Local Office April 15, 1942 Port of RICHMOND, CALIFORNIA

No. in Survey held at RICHMOND, CALIFORNIA Date, First Survey December 29th, 1941 Last Survey March 18th, 1942

Reg. Book. on the S. S. "OCEAN VENUS" (Number of Visits 65) Tons {Gross 7174 Net 4272}

Built at RICHMOND, CALIF. By whom built TODD-CALIFORNIA SHIPBUILDING DIVISION of Yard No. 12 When built 1942

Engines made at HAMILTON, OHIO The Permanente Metals Corporation By whom made GENERAL MACHINERY CORP. Engine No. 6536 When made 1941

Boilers made at LOS ANGELES, CALIFORNIA By whom made WESTERN PIPE & STEEL CO. Boiler No. 22, 31, 32 When made 1941-1942

Registered Horse Power -- Owners BRITISH GOVERNMENT 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 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

Crank shaft, dia. of journals as per Rule 13.97" Crank pin dia. 14.25" Crank webs Mid. length breadth -- Thickness parallel to axis 9"

as fitted 14.25" Mid. length thickness 9" Thickness around eye-hole 7.625"

Intermediate Shafts, diameter as per Rule 13.32" Thrust shaft, diameter at collars 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 screw} shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 0.75" Thickness between bushes as per Rule 0.5625"

as fitted 0.8125" as fitted 0.6875" 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. CONTINUOUS

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 -- Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft 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.

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

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 Pumps (No. and size TWO SIMPLEX 12" x 8" x 24" Pumps connected to the Main Bilge Line {No. and size 1 Indpt. 10" x 11" x 12", 2 attached

Pumps (How driven STEAM How driven STEAM---MAIN ENGINE 3 Ballast Pumps

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

Are two independent means arranged for circulating water through the Oil Cooler NONE 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 -- In Holds, &c. 2 @ 3" in each hold, 1 @ 5" in each deep tank (Size of Main Bilge Line)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes NO; STRAINERS IN 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 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 YES

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 AS APPROVED

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

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

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 ENTRANCE FROM DECK

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

Which Boilers are fitted with Forced Draft 3 MAIN BOILERS Which Boilers are fitted with Superheaters 3 MAIN BOILERS

No. and Description of Boilers 3 MULTITUBULAR SCOTCH MARINE Working Pressure 220 lbs. per sq. inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

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

Can the donkey boiler be used for domestic purposes only --

PLANS. 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)

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 -- 2 HALVES

The foregoing is a correct description

TODD-CALIFORNIA SHIPBUILDING DIVISION of The Permanente Metals Corporation

GENERAL SUPERINTENDENT & ASSISTANT SECRETARY

Manufacturer.



© 2019

Lloyd's Register Foundation

W255-0036

Dates of Survey while building

MARCH 17th, 1941, CONTINUOUS ATTENDANCE UNTIL SHIPMENT

During progress of work in shops --

DECEMBER 29th, 1941, CONTINUOUS ATTENDANCE DURING INSTALLATION ON VESSEL

During erection on board vessel --

LAST VISIT, MARCH 18th, 1942

Total No. of visits 65

Dates of Examination of principal parts—Cylinders November 1st, 1941 Slides November 1st, 1941 Covers November 1st, 1941
Pistons November 1st, 1941 Piston Rods November 1st, 1941 Connecting rods November 1st, 1941
Crank shaft November 1st, 1941 Thrust shaft October 13th, 1941 Intermediate shafts June 23rd, 1941 & Jan. 13, 1942
Tube shaft NONE Screw shaft August 1st, 1941 Propeller August 5, 1941 & January 26, 1942
Stern tube January 26, 1942 Engine and boiler seatings December 29, 1941 Engines holding down bolts Feb. 16, 17, 1942
Completion of fitting sea connections January 29th, 1942
Completion of pumping arrangements February 24, 1942 Boilers fixed December 29, 1941 Engines tried under steam February 26, 27, 1942
Main boiler safety valves adjusted February 27, 1942 Thickness of adjusting washers NO WASHERS -- LOCK NUTS
Crank shaft material O. H. STEEL Identification Mark LLOYD'S A.J. Nov. 1, 1941 Thrust shaft material O. H. STEEL Identification Mark LLOYD'S A.J. Oct. 13th, 1941
Intermediate shafts, material O. H. STEEL Identification Mark LLOYD'S 1981-6 June 23, '41 Tube shaft, material -- Identification Mark --
Screw shaft, material O. H. STEEL Identification Mark LLOYD'S 1980 W S Jan. 13, '42 WS Steam Pipes, material STEEL Test pressure 660 lbs. Date of Test Feb. 12-17
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", "OCEAN VO
etc., Richmond Reports, #1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11
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
No. 41728 and Los Angeles Boiler Reports Nos. 22, 31 and 32, 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 lbs., F.D. 9 cf.

NO INSTRUCTION RECEIVED

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	£ 30.00	When applied for,
Special	£ 260.68	19
Donkey Boiler Fee	£	When received,
Travelling Expenses (if any)	£	19

Committee's Minute NEW YORK MAY 14 1942

Assigned + LMC-3, 42

James F. Robertson
Engineer Surveyor to Lloyd's Register of Shipping.



© 2019

Lloyd's Register
Foundation

NOTE
CL

3 S. B. (Spt) 220 lbs.