

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office... JUN 1942

Date of writing Report November 3rd 1941 When handed in at Local Office... Port of New York.

No. in Survey held at Hamilton, Ohio. Date, First Survey March 17th 1941 Last Survey November 1st 1941

Reg. Book. on the Todd-California Shipbuilding Corp. Hull. No. 12 "Ocean Venus" (Number of Visits...)

Built at Richmond, Calif. By whom built Todd-California Shipbuilding Corp. Yard No. 12 When built 1941

Engines made at Hamilton, Ohio. By whom made General Machinery Corp. Engine No. 6536 When made 1941

Boilers made at Los Angeles By whom made Western Pipe & Steel Boiler No. 22, 31, 32 When made 1941-42

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 Freighter.

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

Dia of Cylinders 24 1/2" 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 1/2" Crank webs Mid. length breadth 29 5/8" Thickness parallel to axis 9"

Intermediate Shafts, diameter as per Rule Fitted at Shipyard. Thrust shaft, diameter at collars as per Rule 13.97" Thickness around eye-hole 7 5/8"

Tube Shafts, diameter as per Rule None. Screw Shaft, diameter as per Rule Fitted at Shipyard the {tube} shaft fitted with a continuous liner {screw} Yes.

Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule - Is the after end of the liner made watertight in the propeller boss -

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

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 -

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 -

Propeller, dia. - Pitch - No. of Blades - Material - whether Moveable - Total Developed Surface - 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. 2 Diameter 4 1/2" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps (No. and size Fitted at Shipyard. Pumps connected to the Main Bilge Line (No. and size Fitted at Shipyard. How driven -

Ballast Pumps, No. and size Fitted at Shipyard. Lubricating Oil Pumps, including Spare Pump, No. and size -

Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room -

In Pump Room - In Holds, &c. -

Main Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes -

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 -

Are all Sea Connections fitted direct on the skin of the ship - Are they fitted with Valves or Cocks -

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates - Are the Overboard Discharges above or below the deep water line -

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel - Are the Blow Off Cocks fitted with a spigot and brass covering plate -

What Pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks - 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 -

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 - Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers -

Which Boilers are fitted with Forced Draft - Which Boilers are fitted with Superheaters -

No. and Description of Boilers - Working Pressure -

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? - 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 Crankshaft, Main Boilers Auxiliary Boilers - Donkey Boilers - Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

(If not state date of approval) April 8th 1941.

SPARE GEAR.

Is 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

Manufacturer.

Wm. Meyer & Co. Inc.
General Machinery Corp.

March 17th. 1941. Continuous attendance until shipment.

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

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 Made at Shipyard.
Tube shaft None Screw shaft Made at Shipyard. Propeller Made at Shipyard.
Stern tube Made at Shipyard Engine and boiler seatings Made at Shipyard Engines holding down bolts Made at Shipyard.
Completion of fitting sea connections Shipyard.
Completion of pumping arrangements Shipyard. Boilers fixed Shipyard. Engines tried under steam Shipyard.
Main boiler safety valves adjusted Shipyard. Thickness of adjusting washers Shipyard.
Crank shaft material O. H. Steel Identification Mark Lloyd's A.J. Nov. 1-41 Thrust shaft material O. H. Steel Identification Mark Lloyd's A.J. Oct. 13-41
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material - Identification Mark - Steam Pipes, material - Test pressure - Date of Test -
Is an installation fitted for burning oil fuel - 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 - 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 Todd. California S.B. Corp. No. 1.
General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been built under Special Survey in accordance with the Rules and approved plans, the workmanship and materials are good. The forgings and steel castings have been tested in accordance with the Rules.

The engine has been shipped to Richmond, Calif. to be fitted on board the vessel, and when this has been done to the satisfaction of the Surveyor in accordance with the Rules, it will be eligible in my opinion, to receive the notation L.M.C. with date in the Register Book.

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	£	:	83	When applied for,
Special	£	:	325	19.
Donkey Boiler Fee	£	:		When received,
Travelling Expenses (if any)	£	:		19.

Alex. James.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAY 13 1942
Assigned See Richmond Rpt. No. 12