

REPORT ON STEAM TURBINE MACHINERY. No. 5658.

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Date of writing Report Sept. 27, 1943 When handed in at Local Office Sept. 27, 1943 Port of Newport News, Va. Received at London Office 9 NOV 1943
 No. in Survey held at S.S. "LEONARDO Da VINCI" Date, First Survey Feb. 23 Last Survey July 12, 1943
 Reg. Book. on the (Number of Visits 60)

Boilers built at Spezia By whom built Ansaldo San Giorgio Yard No. 192 When built 1925
 Engines made at Sampierdarena By whom made Gro. Ansaldo & Co. Engine No. _____ When made _____
 Boilers made at _____ By whom made Gro. Ansaldo & Co. Boiler No. _____ When made _____
 Shaft Horse Power at Full Power 5000 Owners _____ Port belonging to Mombasa
 Nom. Horse Power as per Rule 1116 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which Vessel is intended Passenger

STEAM TURBINE ENGINES, &c.—Description of Engines 2 sets of triple reaction

No. of Turbines Ahead 6 Direct coupled, single reduction geared } to 2 propelling shafts. No. of primary pinions to each set of reduction gearing 3
 Astern 4 double reduction geared }
 Not coupled to Alternating Current Generator phase _____ periods per second _____
 supplying power for driving Propelling Motors, Type _____ rated _____ Kilowatts _____ Volts at _____ revolutions per minute;
 _____ Kilowatts _____ Volts at _____ revolutions per minute. Direct coupled, single or double reduction geared to _____ propelling shafts.

TURBINE LOADING.	H. P.			I. P.			L. P.		ASTERN.			
	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.
EXPANSION	.91"	11.27"	10	1.69	16.39	10	2.48	27.01		H.P. 1.17	25.89	1
"	.99"	12.00	8	1.81	18.20	8	3.11	28.27		1.57	26.38	1
"	1.10	13.05	7	2.13	19.62	7	3.89	29.83		1.96	26.76	1
"	1.22	14.65	6	2.44	21.40	6	2.94	37.38		H.P. I.P. H.M. Loading		
"							3.73	38.90		L.P. 1.02	35.67	1
"							4.67	40.84		1.79	36.44	1
"							5.06	41.61		2.40	37.05	1
"							6.23	43.97		1.45	28.73	2
"							7.01	46.71		2.07	26.97	2
"							7.01	46.71		2.91	28.66	2
"							7.01	46.71		2.91	28.66	2

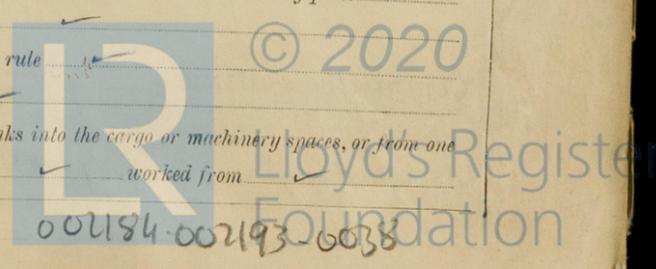
ft Horse Power at each turbine { H.P. I.P. L.P. }
 Revolutions per minute, at full power, of each Turbine Shaft { H.P. 4504 I.P. 3342 L.P. 2302 }
 Shaft diameter at journals { H.P. 3.52" I.P. 3.52" L.P. 5.889" }
 Pitch Circle Diameter { 1st pinion 17.717" 2nd pinion 17.717" }
 Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 11.335" 2nd pinion 11.335" }
 Width of Face { 1st reduction wheel 29.016" main wheel 27.559" }
 H.P. + M.P. 9.449"
 L.P. 14.567"

Pinion Shafts, diameter at bearings External 1st 2nd Internal 1st 2nd
 diameter at bottom of pinion teeth { 1st 2nd }
 Generator Shaft, diameter at bearings
 Propelling Motor Shaft, diameter at bearings
 Thrust Shaft, diameter at collars as per rule as fitted
 Tube Shaft, diameter as per rule as fitted
 Is the tube screw shaft filled with a continuous liner
 Bronze Liners, thickness in way of bushes as per rule as fitted
 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 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 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

er appliance fitted at the after end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller
 Pitch No. of Blades State whether Moveable Total Developed Surface square feet.
 Can the H.P. or I.P. Turbine exhaust direct to the

No. of Turbines fitted with astern wheels Feed Pumps { No. and size How driven }
 connected to the Main Bilge Line { No. and size How driven }
 Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room
 No. and size Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes
 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
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 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
 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
 How are they protected _____
 Have they been tested as per rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 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
 Is the Shaft Tunnel watertight Is it fitted with a watertight door



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

Is Forced Draft fitted ✓ No. and Description of Boilers ✓ Working Pressure ✓

Is a Report on Main Boilers now forwarded? ✓

Is { a Donkey } Boiler fitted? ✓ If so, is a report now forwarded? ✓
{ an Auxiliary }

Plans. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

Superheaters ✓ General Pumping Arrangements ✓ Oil Fuel Burning Arrangements ✓

Spare Gear. State the articles supplied:— ✓

The foregoing is a correct description.

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—Casings ✓ Rotors ✓ Blading ✓ Gearing ✓

Wheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓ Screw shaft ✓

Propeller ✓ Stern tube ✓ Engine and boiler sealings ✓ Engine holding down bolts ✓

Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓

Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓

Rotor shaft, Material and tensile strength ✓ Identification Mark ✓

Flexible Pinion Shaft, Material and tensile strength ✓ Identification Mark ✓

Pinion shaft, Material and tensile strength ✓ Identification Mark ✓

1st Reduction Wheel Shaft, Material and tensile strength ✓ Identification Mark ✓

Wheel shaft, Material ✓ Identification Mark ✓ Thrust shaft, Material ✓ Identification Mark ✓

Intermediate shafts, Material ✓ Identification Marks ✓ Tube shaft, Material ✓ Identification Marks ✓

Screw shaft, Material ✓ Identification Marks ✓ 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 ✓

Is this machinery a duplicate of a previous case. ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. ✓

Certificate (if required) to be sent to

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 250.00 : : 27.9. 19.43
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19.

John M. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK OCT 20 1943

Assigned See Bal. 7904



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