

REPORT ON STEAM TURBINE MACHINERY. No. 103861

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Date of writing Report 17 Dec 1936 When handed in at Local Office 24 DEC 1836 10 Port of London Received at London Office 24 DEC 1836
No. in Survey held at West Drayton Date, First Survey 21 Sept. Last Survey 9 Dec 1936
Reg. Book. on the Reduction Gearing for. (Number of Visits 5)
Built at Sunderland By whom built Bartram's S.S. Yard No. 275 When built
Engines made at Newcastle-on-Tyne By whom made White Marine Eng. Co. Engine No. 9C When made
Boilers made at By whom made Boiler No. When made
Shaft Horse Power at Full Power 1800 Owners Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which Vessel is intended

STEAM TURBINE ENGINES, &c.—Description of Engines Reciprocating & Turbine combination
No. of Turbines Ahead Direct coupled, single reduction geared to one propelling shaft. No. of primary pinions to each set of reduction gearing Recip. UNIT. 1.
Astern double reduction geared TURBINE UNIT. 1.
Direct coupled to Alternating Current Generator phase periods per second Direct Current Generator rated Kilowatts Volts at revolutions per minute;
for supplying power for driving Propelling Motors, Type
rated Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

Table with columns: TURBINE, H.P., I.P., L.P., ASTERN. Sub-columns: HEIGHT OF BLADES, DIAMETER AT TIP, NO. OF ROWS. Rows include ST EXPANSION, MANUFACTURE, etc.

RECIP. ENG H.P. 1000 I.P. 800 TURBINE H.P. 305 I.P. 3446
Shaft Horse Power at each turbine
Pitch Circle Diameter 1st pinion 6" 1st reduction wheel 75.333"
2nd pinion 11.666" main wheel 15"
ENG PINION 15" 1st pinion 12" 1st reduction wheel 12"
2nd pinion 1'-10" main wheel 1'-10"

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings
Flexible Pinion Shafts, diameter at bearings External 1st 4 1/2" 2nd 8 7/8" diameter at bottom of pinion teeth 1st 5.621 2nd 11.072
Internal 1st 10 1/2" 2nd 8 7/8"
Generator Shaft, diameter at bearings
Wheel Shafts, diameter at bearings 1st 8 7/8" diameter at wheel shroud, 1st 16" Propelling Motor Shaft, diameter at bearings
main 13 1/4"

Intermediate Shafts, diameter as per rule as fitted
Thrust Shaft, diameter at collars as per rule as fitted
Screw Shaft, diameter as per rule as fitted
Is the tube screw shaft fitted with a continuous liner
Bronze Liners, thickness in way of bushes as per rule as fitted Thickness between 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 made by fusion through the whole thickness of the liner
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
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
aft If so, state type Length of Bearing in Stern Bush used to and supporting propeller

Propeller, diameter Pitch No. of Blades State whether Moveable Total Developed Surface square feet.
Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine Can the H.P. or I.P. Turbine exhaust direct to the condenser
No. of Turbines fitted with astern wheels Feed Pumps No. and size How driven

Pumps connected to the Main Bilge Line No. and size How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge In Pump Room
two independent means arranged for circulating water through the pumps, No. and size:—In Engine and Boiler Room Holds, &c.

Main 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
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
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
at pipes pass through the bunkers How are they protected
at pipes pass through the deep tanks Have they been tested as per rule
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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

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Manufacture
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GHJ. 30-4-36
Apr. 23-10-36
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This report is for gearing only

