

# Report on Steam Turbine Machinery.

No. 10761

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of writing Report 20.2.1948 When handed in at Local Office 22.2.1948 Port of Falmouth

in Survey held at Falmouth Date, First Survey 7-1-48 Last Survey 5-2-1948  
Book (Number of Visits 11)

169 on the S.S. 'FORT STEVENS' Tons (Gross 10639 Net 6274)

at Mobile, Ala. By whom built Alabama D.P. & S.B. Co. Yard No. When built 1944

ines made at Lynn, Mass. By whom made General Electric Co. Engine No. When made 1944

lers made at By whom made Combustion Engineering Co. Inc. Boiler No. 7617 When made 1944

ft Horse Power at Full Power 6000 Owners British Tanker Co. Ltd Port belonging to London

m. Horse Power as per Rule M.N. 1486 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ide for which Vessel is intended Carrying Petroleum in bulk

AM TURBINE ENGINES, &c.—Description of Engines One Curtis Impulse 10 Stage Turbine

of Turbines Ahead One Direct coupled, single reduction geared to propelling shafts. No. of primary pinions to each set of reduction gearing

not coupled to Alternating Current Generator 3 phase 62 periods per second rated 5400 Kilowatts 2370 Volts at 3715 revolutions per minute;

supplying power for driving One Propelling Motor, Type 3 PHASE, 62 CYCLE, 80 POLE, REVOLVING FIELD, SALIENT POLE, SYNCHRONOUS

ed 6000 B.H.P. 2300 Volts at 90 revolutions per minute. Direct coupled, single or double reduction geared to ONE propelling shafts.

TURBINE	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.
1st Expansion			2									
2nd			1									
3rd			1									
4th			1									
5th			1									
6th			1									
7th			1									
8th			1									
9th			1									
10th			1									
11th			1									
12th			1									
13th			1									
14th			1									
15th			1									

ft Horse Power at each turbine H.P. 5400 I.P. 2370 L.P. 2370 1st reduction wheel 3715 main shaft 90

otor Shaft diameter at journals H.P. 5" 10" I.P. 5" 10" L.P. 5" 10" Pitch Circle Diameter 1st pinion 1st reduction wheel 2nd pinion main wheel Width of Face 1st reduction wheel main wheel

istance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion 1st reduction wheel 2nd pinion main wheel

exible Pinion 1st 2nd Pinion Shafts, diameter at bearings External 1st 2nd Internal 1st 2nd diameter at bottom of pinion teeth 1st 2nd

heel Shafts, diameter at bearings 1st 2nd main diameter at wheel shroud, 1st 2nd main Generator Shaft, diameter at bearings 5.507" Propelling Motor Shaft, diameter at bearings 17.268"

intermediate Shafts, diameter as per rule 16.56" as fitted 16.5" Thrust Shaft, diameter at collars as per rule 17.39" as fitted 17.2"

ibe Shaft, diameter as per rule 18.185" as fitted 18.5" Is the tube screw shaft fitted with a continuous liner Yes

onze Liners, thickness in way of bushes as per rule 8.58" as fitted 1.8" Thickness between bushes as per rule 1.1" as fitted 1.1" Is the after end of the liner made watertight in the

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

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 Yes

two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube

aft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 7'-3" Propeller, diameter 19'-6" Pitch 17'-6" No. of Blades 4 State whether Moveable No Total Developed Surface 138.3 square feet.

Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine Yes Can the H.P. or I.P. Turbines exhaust direct to the

ndenser No. of Turbines fitted with astern wheels None Feed Pumps No. and size 2 centrif 800 G.P.M. 1 duplex 10" x 7" x 24" How driven Turbine Steam Cylinder

umps connected to the Main Bilge Line No. and size 2-175 G.P.M. 1 Butterworth & Ballant 150 G.P.M. 1 Butterworth & Jno 150 G.P.M. How driven Motor Motor

allast Pumps, No. and size 1-10" x 7" x 10" in Stern Pump Room Lubricating Oil Pumps, including Spare Pump, No. and size 2 Rotary 60 G.P.M. Yes

re two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected both to Main Bilge Pumps and Auxiliary

ilge Pumps, No. and size:—In Engine and Boiler Room 8 @ 3" 2 @ 3 1/2" 2 @ 4" In Pump Room 2 1/2" 2 @ 2 1/2" in Engine Room 2 1/2" 2 @ 2 1/2" in Stern

l Holds, &c. Boatman's Store & Ammunition Store 3-1" ejectors 2" ejectors 2" ejectors

lain Water Circulating Pump Direct Bilge Suctions, No. and size One @ 18" Independent Power Pump Direct Suctions to the Engine Room

ilges, No. and size 2 @ 4" Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes



BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers 11354 <sup>sq</sup>  
Is Forced Draft fitted Yes No. and Description of Boilers 2 W.T.B. Working Pressure 500 Lb  
Is a Report on Main Boilers now forwarded? Yes  
Is { a Donkey } Boiler fitted? No If so, is a report now forwarded? ☒  
{ an Auxiliary }  
Is the donkey boiler intended to be used for domestic purposes only ☒  
Plans. Are approved plans forwarded herewith for Shafting No Main Boilers no Auxiliary Boilers ☒ Donkey Boilers ☒  
(If not, state date of approval)  
Superheaters No General Pumping Arrangements No Oil Fuel Burning Arrangements No

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes except spare propeller which has been ordered & will be  
State the principal additional spare gear supplied placed aboard as soon as possible.

The foregoing is a correct description,

Manufac

Dates of Survey while building { During progress of work in shops - - A.B. Survey  
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 seatings Engine holding down bolts  
Completion of fitting sea connections 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 Yes  
Is the flash point of the oil to be used over 150°F Yes 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 a duplicate of a previous case Yes If so, state name of vessel 'Bottomwood Creek' Sal. Rept. No. 1074

General Remarks. (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel was constructed under the Special Survey & to the requirements of the American Bureau of Shipping and the materials & workmanship are considered satisfactory.  
The scantlings & general arrangements have been checked as far as possible & found to conform to the plans aboard the vessel.  
For recommendations as to class please see Rept. 9.

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

Joe Stevenson  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

Certificate (if required) to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Committee's Minute

Assigned