

REPORT ON STEAM TURBINE MACHINERY. No. 105225

Date of writing Report 19 When handed in at Local Office **21 APR 1948** Port of **NEWCASTLE-ON-TYNE** Received at London Office

No. in Survey held at *North Shields* Date, First Survey *18.2.48* Last Survey *12.4.1948*
Reg. Book. *3883* on the *Turbo-elect. ss. "THELICONUS"* (Number of Visits)

Built at *Mobile* By whom built *Alabama D.D. & S. Corp.* Yard No. *2048* Tons } Gross *10638*
Engines made at *Schenectady N.Y.* By whom made *General Electric Corp.* Engine No. *62869* When built *1945*
Boilers made at *New York* By whom made *Combustion Eng. Co. Inc.* Boiler No. *9487* } When made *1945*
9489 }

Shaft Horse Power at Full Power *6,600* Owners *Anglo Saxon Petroleum Co. Ltd.* Port belonging to *LONDON*
Nom. Horse Power as per Rule *1,485* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*

Trade for which Vessel is intended *Carrying petroleum in bulk*

STEAM TURBINE ENGINES, &c.—Description of Engines *Turbo-electric*

No. of Turbines Ahead *one* Direct coupled, single reduction geared } to *one* propelling shafts. No. of primary pinions to each set of reduction gearing *1*
Astern *1* double reduction geared }

direct coupled to } Alternating Current Generator *3* phase *62* periods per second } rated *5,400* Kilowatts *2,370* Volts at *3,715* revolutions per minute;
for supplying power for driving *one* Propelling Motor, Type *Main synchronous*

rated *5,400* Kilowatts *2,370* Volts at *93* revolutions per minute. Direct coupled, *single or double reduction geared to one* propelling shaft

TURBINE STAGING.	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												
2ND												
3RD												
4TH												
5TH												
6TH												
7TH												
8TH												
9TH												
0TH												
1TH												
2TH												

Shaft Horse Power at each turbine { H.P. *6,600* }
I.P. *3,715* } 1st reduction wheel *✓*
L.P. *✓* } main shaft *✓*

Revolutions per minute, at full power, of each Turbine Shaft { H.P. *3,715* }
I.P. *✓* } 1st reduction wheel *✓*
L.P. *✓* } main shaft *✓*

Revolutions per minute, at full power, of each Turbine Shaft { H.P. *3,715* }
I.P. *✓* } 1st reduction wheel *✓*
L.P. *✓* } main shaft *✓*

Revolutions per minute, at full power, of each Turbine Shaft { H.P. *3,715* }
I.P. *✓* } 1st reduction wheel *✓*
L.P. *✓* } main shaft *✓*

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L.P. *✓* } main shaft *✓*

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L.P. *✓* } main shaft *✓*

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 11,354 sq. feet.

Is Forced Draft fitted *Yes*. No. and Description of Boilers *Two S.M. types* Working Pressure *500/64/10*.

Is a Report on Main Boilers now forwarded? *Yes*.

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

Is the donkey boiler intended to be used for domestic purposes only *Yes*

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.

Has the spare gear required by the Rules been supplied *Yes*.

State the principal additional spare gear supplied.

Spare propeller has been ordered and will be placed on board at an early date.

The foregoing is a correct description,

Manufacturer

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 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 *Yes*.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Yes*. If so, have the requirements of the Rules been complied with *Yes*.

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with *Yes*.

Is this machinery a duplicate of a previous case *Yes*. If so, state name of vessel *T2 Tankers*.

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery of this vessel has been constructed under the survey of the U.S. Coast guards and the American Bureau of Shipping. Materials and workmanship considered good. The scantlings and general arrangements have been checked and found in accordance with the plans on board the vessel. Machinery examined under working conditions and found satisfactory and eligible in my opinion to have records of LMC (with date) as previously recommended, WTBS. 4.48, 500 lbs., Spt. 473 lbs., F.D., TSEL. 4.48, Fitted for oil fuel 1945, F.P. above 150°F.*

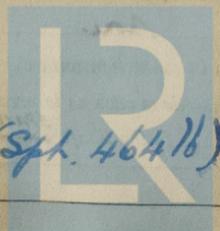
Table with columns for fees: The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any). Includes 'When applied for' and 'When received' columns.

Committee's Minute

FRI. 28 MAY 1948

Assigned LMC MS 5,47 BS 4,48

FITTED FOR OIL FUEL: FLASH POINT ABOVE 150°F. F.D. C.L. 2WTB 500lb (Spt. 464lb)



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