

Report on Steam Turbine Machinery.

No. 128939.

pt. 4a.

Date of writing Report

19

When handed in at Local Office

19

Port of

Received at London Office

22 JUN 1949

No. in Survey held at

Birkenhead

Date, First Survey

Apr 12th

Last Survey

June 5th

1949

Reg. Book

on the SS THAUMASTUS

(T2 TANKER)

(Number of Visits)

Tons (Gross Net)

Built at Portland Or.

By whom built Kaiser Co

Yard No.

When built 1945

Engines made at Lynn Mass

By whom made G.E.C.

Engine No.

When made 1945

Boilers made at Chattanooga Tenn

By whom made Comb. Eng. Co

Boiler No.

When made 1945

Shaft Horse Power at Full Power 6600

Owners Anglo Saxon Pet. Co

Port belonging to London

Nom. Horse Power as per Rule 1486

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

TEAM TURBINE ENGINES, &c.—Description of Engines Turbo Electric Drive

No. of Turbines Ahead One Direct coupled, single reduction geared to propelling shafts. No. of primary pinions to each set of reduction gearing. ✓
Aster. ✓ double reduction geared
Direct coupled to Alternating Current Generator 3 phase 60/62 periods per second 4925/5400 KVA 2300/2370. 3600/3715
for supplying power for driving One Propelling Motors, Type TSM 80. Synchronous.
rated 6000 HP 4625 KVA 2300 Volts at 90 revolutions per minute. Direct coupled, single or double reduction geared to One propelling shafts.

	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	1 3/8 - 2 1/8	33 1/16 - 33 3/4	2									
2nd	1 1/2	33 5/8	1									
3rd	1 3/4	34 3/16	1									
4th	2 1/8	35	1									
5th	1 1/2	42 1/4	1									
6th	1 7/8	43 3/8	1									
7th	2 5/8	44 5/8	1									
8th	3 7/8	47 1/16	1									
9th	5 3/4	50 1/16	1									
10th	9 3/4	56	1									
11th												
12th												

Shaft Horse Power at each turbine H.P. 6000/6600
Revolutions per minute, at full power, of each Turbine Shaft H.P. 3715/3600
1st reduction wheel ✓
main shaft 90/93 ✓

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

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

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

Wheel Shafts, diameter at bearings 1st ✓ diameter at wheel shroud, 1st ✓ Generator Shaft, diameter at bearings 5.5 ✓
main ✓ Propelling Motor Shaft, diameter at bearings 17 1/4 ✓

Intermediate Shafts, diameter as per rule 16.56 ✓ as fitted 16.875 ✓ Thrust Shaft, diameter at collars as per rule 17.37 ✓
as fitted 17.5 (18" at collar)

Tube Shaft, diameter as per rule 18.185 ✓ as fitted 18.625 ✓ Is the tube screw shaft fitted with a continuous liner { yes ✓
as fitted 0.858

Bronze Liners, thickness in way of bushes as per rule 1.125 ✓ Thickness between bushes as per rule 0.643 ✓ Is the after end of the liner made watertight in the
as fitted 1.125 propeller boss. Yes

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
shaft No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 7' 3" (stated)

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. ✓ Can the H.P. or L.P. Turbines exhaust direct to the

Condenser. ✓ No. of Turbines fitted with astern wheels. ✓ Feed Pumps { No. and size 2 - 200 gpm. 1 - 10x7x24" (130 g/m)
How driven Turbo Steam

Pumps connected to the Main Bilge Line { No. and size 2 Bilge 175 gpm. 1 7/2" x 45 450 gpm. 1 2 1/2" (Bottom) 450 gpm
How driven Electric Electric

Ballast Pumps, No. and size 1 - 300 gpm (1st Pump Room) Lubricating Oil Pumps, including Spare Pump, No. and size 2 - 60 gpm
Are two independent means arranged for circulating water through the Oil Cooler. Yes Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps, No. and size: In Engine and Boiler Room Motor Room Ford 4x3 3/4", 4x3 3/4" shaft alloy In Pump Room Ford 2 at 3" 2 2 3/4" 1 2 3/4" 4x2 2 2 3/4"
2 2 3/4" 1 2 3/4" 4x2 2 2 3/4" (See sketch attached)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 2 18" Independent Power Pump Direct Suctions to the Engine Room
Bilges, No. and size 2 - 4" dia ✓ Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. Yes (Macomb strainers)

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. Steel pipes welded to shell. Are they fitted with Valves or Cocks. Valves. ✓

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. Yes Are the Overboard Discharges above or below the deep water
level. Yes 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. None ✓ How are they protected. ✓
What pipes pass through the deep tanks. None ✓ 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. Yes ✓
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. Yes Is the Shaft Tunnel watertight. W.T. Bulkhead in frame 25. Is it fitted with a watertight door. Yes worked from Platform

003046-003055-0137

BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 11,354 sq ft
Is Forced Draft fitted yes No. and Description of Boilers 2 B+W type Working Pressure 500 lb

Is a Report on Main Boilers now forwarded?

Is a Donkey Boiler fitted? no If so, is a report now forwarded?

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

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

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 51.E 424-A

Intermediate shafts, Material Identification Marks 597 v. Tube shaft, Material Identification Marks

Screw shaft, Material Identification Marks 597 w. 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

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. Coastguard & American Bureau of Shipping.

Materials & workmanship appear good.

The Scantlings & general arrangements have been checked & found in accordance with plans on board the vessel. Machinery opened up and examined, & afterwards under working conditions & found satisfactory.

Eligible in my opinion to have record of Linc 5-49

Fitted for oil fuel (1945) F.P. above 150°F.

The amount of Entry Fee ... £ : : When applied for

Special ... £ : : 19

Donkey Boiler Fee ... £ : : When received

Travelling Expenses (if any) £ : : 19

C. W. Red

Engineer Surveyor to Lloyd's Register of Shipping.

LIVERPOOL 21 JUN 1949

Committee's Minute

Assigned

See Machinery Report Minute



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