

Report on Steam Turbine Machinery. No. 24195.

Writing Report 16-9-1948 When handed in at Local Office 18-9-1948 Port of SWANSEA
 Survey held at SWANSEA Date, First Survey 7-7-48 Last Survey 31-8-1948
 (Number of Visits 7)
 On the SS. THALAMUS Tons (Gross 10673 Net 6318)
 At PORTLAND OR. By whom built KAISER C^o INC Yard No. 135 When built 1945
 Made at LYNN, MASS. By whom made GENERAL ELECTRIC C^o Engine No. 72164 When made 1945
 Made at CHATTANOUGA TENN. By whom made COMBUSTION ENGINEERING C^o Boiler No. P12059 When made 1945
 Horse Power at Full Power 6600 MAX Owners ANGLO SAXON PETROLEUM C^o Port belonging to LONDON
 Horse Power as per Rule 6000 NORMAL Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 for which Vessel is intended CARRYING PETROLEUM IN BULK

STEAM TURBINE ENGINES, &c.—Description of Engines ONE CURTIS IMPULSE 10 STAGE TURBINE

Turbines ONE Direct coupled, single reduction geared to propelling shafts. No. of primary pinions to each set of reduction gearing 60/62
 coupled to Alternating Current Generator 3 phase 62 periods per second rated 4925/5400 Kilowatts 2300/2370 Volts at 3600/3715 revolutions per minute;
 supplying power for driving ONE Propelling Motors, Type 3 PHASE 62 CYCLE 80 POLE REVOLVING FIELD SALIENT POLE SYNCHRONOUS
6000/6600 S.H.P. 2300/2370 Volts at 90/93 revolutions per minute. Direct coupled, single or double reduction geared to ONE propelling shafts.

INE.		H. P.			I. P.			L. P.			ASTERN.		
ING.		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		7/8"	34"	2									
"		1"	34"	1									
"		1 1/4"	34 3/8"	1									
"		1 5/8"	35 1/4"	1									
"		7/8"	42 1/2"	1									
"		1 3/8"	43 1/2"	1									
"		2 1/8"	45 1/2"	1									
"		2 1/2"	47"	1									
"		5 1/2"	49 1/2"	1									
"		9"	56"	1									
"													
"													
"													

Horse Power at each turbine H.P. 5400 I.P. 5400 L.P. 5400 Revolutions per minute, at full power, of each Turbine Shaft H.P. 3715 I.P. 3715 L.P. 3715

Shaft diameter at journals H.P. 5 1/2" I.P. 5 1/2" L.P. 5 1/2" Pitch Circle Diameter 1st pinion 1st reduction wheel 2nd pinion main wheel 1st pinion 1st reduction wheel 2nd pinion main wheel

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

Shafts, diameter at bearings 1st 2nd main diameter at wheel shroud 1st 2nd main Generator Shaft, diameter at bearings 10" Propelling Motor Shaft, diameter at bearings 17 1/4"

Intermediate Shafts, diameter as per rule 16 1/2" as fitted 16 3/8" Thrust Shaft, diameter at collars as per rule 17 3/8" as fitted 17 1/2"

Shaft diameter as per rule 18 1/8" as fitted 18 3/8" Is the tube screw shaft fitted with a continuous liner YES

Liners, thickness in way of bushes as per rule 858 as fitted 18" Thickness between bushes as per rule 643 as fitted 1" Is the after end of the liner made watertight in the YES

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

Is an approved Oil Gland or other appliance fitted at the after end of the tube YES

Length of Bearing in Stern Bush next to and supporting propeller 87"

Pitch 17 1/8" No. of Blades 4 State whether Moveable No Total Developed Surface 138.3 square feet.

Can the H.P. or I.P. Turbines exhaust direct to the YES

No. of Turbines fitted with astern wheels NONE Feed Pumps No. and size 2-ROTARY 200 GPM 1-SIMPLEX 10" X 7" X 24"

How driven TURBINE STEAM CYL

No. and size 2-10" X 7" X 10" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size 2-ROTARY 60 GPM

Suctions, connected both to Main Bilge Pumps and Auxiliary YES

No. and size 10 AT 3' 2 AT 4'

In Pump Room 1-10" X 7" X 10" DUPLEX

Water Circulating Pump Direct Bilge Suctions, No. and size 1-18" DIA Independent Power Pump Direct Suctions to the Engine Room YES

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES

Are they fitted with Valves or Cocks YES

BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers. 11354 0'
Is Forced Draft fitted YES No, and Description of Boilers W.T. BARBOCK & WILKIN TYPE SINGLE PASS STRAIGHT TUBE Working Pressure 500
Is a Report on Main Boilers now forwarded? YES

Is { a Donkey } Boiler fitted? No 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. No Main Boilers No Auxiliary Boilers No Donkey Boilers No
(If not, state date of approval)
Superheaters No General Pumping Arrangements No Oil Fuel Burning Arrangements No
TYPICAL FOR T.2 TANKERS

SPARE GEAR.

Has the spare gear required by the Rules been supplied. AS PER RULE REQUIREMENTS.
State the principal additional spare gear 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 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 T.2. TANKERS.

General Remarks. (State quality of workmanship, opinions as to class, &c.) THE MACHINERY OF THIS VESSEL WAS BUILT TO THE SPECIAL SURVEY AND TO THE REQUIREMENTS OF THE AMERICAN BUREAU OF SHIPPING AND THE MATERIAL AND WORKMANSHIP ARE CONSIDERED SATISFACTORY

THE SCANTINGS AND ARRANGEMENTS HAVE BEEN VERIFIED WITH TYPICAL PLANS OF T.2 TANKERS AS FAR AS PRACTICABLE AND FOUND TO AGREE.
FOR RECOMMENDATIONS AS TO CLASS SEE RPT 9 ATTACHED.

The amount of Entry Fee ... £ : When applied for
Special ... £ : 19
Donkey Boiler Fee SEE RPT 9 :
Travelling Expenses (if any) £ : When received
19

Jas. L. Landon
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See minute on page 9.