

REPORT ON STEAM TURBINE MACHINERY.

BALBOA
No. 2622
7-MAR-1949

Received at London Office

19... When handed in at Local Office... 19... Port of
held at Salina Cruz, Mexico Date, First Survey 12th March, 1945 Last Survey ✓ 19...
(Number of Visits...)
S.S. "ULTRAMARINO" Tons { Gross
Net
By whom built Akt. Ges. "Vulcan" Yard No. 2. G. Weser When built 1921
By whom made Deutsche Schiff u. Maschb. A. G. Weser Engine No. 2. G. Weser When made 1939
By whom made Deutsche Schiff u. Maschb. A. G. Weser Boiler No. 2. G. Weser When made 1939
Power at Full Power 4500 Owners Julio Riqueno Campos Port belonging to Oporto
Power as per Rule 1236 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Is Vessel intended MN = General Freight

TURBINE ENGINES, &c.—Description of Engines Double Reduction Cross Compound

Ahead 2 Direct coupled, single reduction geared } to one propelling shafts. No. of primary pinions to each set of reduction gearing two
Astern 2 double reduction geared }
Alternating Current Generator — phase — periods per second } rated — Kilowatts — Volts at — revolutions per minute;
Direct Current Generator }
Power for driving — Propelling Motors, Type —
Kilowatts — Volts at — 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.
<u>7/16"</u>	<u>23 3/4"</u>	<u>1.</u>				<u>1 1/8"</u>	<u>39 1/2"</u>	<u>1.</u>	<u>5/8"</u>	<u>20 1/16"</u>	<u>1.</u> H.P. PRESS
<u>1 1/32"</u>	<u>20 9/16"</u>	<u>1.</u>				<u>1 1/16"</u>	<u>40"</u>	<u>1.</u>	<u>1 1/32"</u>	<u>21 3/32"</u>	<u>1.</u> H.P. PRESS
<u>5/8"</u>	<u>21 1/16"</u>	<u>1.</u>				<u>1 7/8"</u>	<u>41"</u>	<u>1.</u>	<u>1 5/16"</u>	<u>34 3/4"</u>	<u>1.</u> L.P. TWO PRESS STAGES
<u>3/4"</u>	<u>21 9/16"</u>	<u>1.</u>				<u>2 7/16"</u>	<u>42"</u>	<u>1.</u>	<u>3 1/4"</u>	<u>36 1/2"</u>	<u>1.</u> L.P. TWO PRESS STAGES
<u>7/8"</u>	<u>22"</u>	<u>1.</u>				<u>3 5/8"</u>	<u>44"</u>	<u>1.</u>			
<u>1 3/16"</u>	<u>22 7/8"</u>	<u>1.</u>				<u>5 1/2"</u>	<u>46 1/2"</u>	<u>1.</u>			
						<u>7 3/4"</u>	<u>50 1/2"</u>	<u>1.</u>			

Power at each turbine { H.P. 6078 1st reduction wheel 1216.
I.P. — main shaft 100.
L.P. 3515
Pitch Circle { 1st pinion 7 1/8" 1st reduction wheel 33 13/16" 21 1/4"
Diameter { 2nd pinion 10" 10" main wheel 118 3/8"
Width of Face { 1st reduction wheel 22" 3 1/8" gap.
main wheel 35 1/4" 17 5/8" gap.
Pinion Shafts, diameter at bearings { 1st 8 3/4" 1st reduction wheel 9 1/2"
2nd 5 1/4" 2nd pinion 12 3/4" & 17 3/4" main wheel 20 1/8"
diameter at bearings { 1st 8 3/4" diameter at wheel shroud, { 1st solid Generator Shaft, diameter at bearings —
main 18 3/4" main 11 1/4" Propelling Motor Shaft, diameter at bearings —
Shafts, diameter as per rule 14.227" Thrust Shaft, diameter at collars as per rule 14.939" Tube Shaft, diameter as per rule —
as fitted 14.134" as fitted 15 5/16" as fitted —
diameter as per rule 5.644" Is the tube screw } shaft fitted with a continuous liner { yes Bronze Liners, thickness in way of bushes as per rule 731"
as fitted 5.354" as fitted — as fitted —
bushes as per rule 55" Is the after end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the junctions
rough the whole thickness of the liner yes If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a
soluble in water and non-corrosive — If two liners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland
fitted at the after end of the tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 6'-6"
Pitch 14'-0 1/4" No. of Blades 4 State whether Moveable yes Total Developed Surface 105.64 square feet.
Are arrangements made so that steam can be led direct to the L.P. Turbine yes Can the H.P. or I.P. Turbine exhaust direct to the
No. of Turbines fitted with astern wheels two Feed Pumps { No. and size 2, single recip. 3" discharge
How driven steam, tandem compound
to the Main Bilge Line { No. and size 2 single recip. 2 1/2" suction { 1 single recip. 1" suction } 1 single recip. 3" suction
How driven chain from main shaft { steam } steam
No. and size 1 - 7" suction; 1 - 3" suction Lubricating Oil Pumps, including Spare Pump, No. and size 2 rotary, elect; 6" suction
ent means arranged for circulating water through the Oil-Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
size:—In Engine and Boiler Room (1-7") (1-2") 1-2 1/2" (2-3") 3 1/2"
no 1 p.s 3 1/2"; no 2 p.s 3 1/2"; no 3 p.s 3 1/2"; no 4 p.s 3 1/2"; no 5 p.s 3 1/2"
regulating Pump Direct Bilge Suctions, No. and size 1-10" Independent Power Pump Direct Suctions to the Engine Room
size 1-7"; 1-2"; 1-3 1/2" Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes
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 yes
Suctions fitted direct on the skin of the ship tank top or skin Are they fitted with Valves or Cocks yes
Suctions 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 line above
d with a Discharge Valve always accessible on the plating of the vessel yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes
brought the bunkers none How are they protected —
brought the deep tanks — Have they been tested as per rule yes
es, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
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
to other yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from EW above upper deck

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BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers 7793 sq ft
Is Forced Draft fitted *yes* ✓ No. and Description of Boilers *2 3 drum water tube with 2 economisers and superheater in each* Working Pressure
Is a Report on Main Boilers now forwarded? *yes* ✓
Is { a Donkey } Boiler fitted? *no* ✓ If so, is a report now forwarded? —
{ an Auxiliary }
Plans. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers — Donkey B
(If not state date of approval)
Superheaters General Pumping Arrangements Oil Fuel Burning Arrangements
Spare Gear. State the articles 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 Gear
Wheel shaft Thrust shaft Intermediate shafts Tube shaft — Screw shaft
Propeller *14 July 1948* Stern tube Engine and boiler seatings Engine holding down bolts
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 *358*
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 *no* ✓ If so, have the requirements of the Rules been complied with
Is this machinery a duplicate of a previous case *no* ✓ If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.)

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

Committee's Minute

NEW YORK FEB 16 1949

Assigned *See N.O.S. PPT. NO. 6881.*

Engineer Surveyor to Lloyd's Register of Shipping

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Foundation