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REPORT ON STEAM TURBINE MACHINERY, No. 112152

17824

Received at London Office 21 SEP 1944

Date of writing Report Sept. 10 44 When handed in at Local Office Sept. 10 44 Port of London

No. in Survey held at West Drayton Date, First Survey 29 MARCH 1944 Last Survey 14 SEPTEMBER 1944
Reg. Book. S.S. "Wave Governor" (Number of Visits 1) Tons } Gross 8196
Net 4568

Built at Hamilton Hill-on-Sea By whom built Jumess & Co. Ltd. Yard No. 362 When built 1944

Engines made at Hartlepool By whom made Richardson & Gauth. Engine No. 2451 When made 1944
Waring made at West Drayton By whom made Power Plant Co. Ltd. Boiler No. 1944 When made 1944

Shaft Horse Power at Full Power 6,800 Owners ✓ Port belonging to ✓

Nom. Horse Power as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

Trade for which Vessel is intended ✓

STEAM TURBINE ENGINES, &c.—Description of Engines

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

Direct coupled to { Alternating Current Generator ✓ phase 3 periods per second } rated 6,800 Kilowatts Volts at 2,400 revolutions per minute;
or supplying power for driving 1 Propelling Motors, Type Direct Current Generator

rated 6,800 Kilowatts Volts at 2,400 revolutions per minute. Direct coupled, single or double reduction geared to 1 propelling shafts.

TURBINE STAGE	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												
10TH												
11TH												
12TH												

Shaft Horse Power at each turbine { H.P. 3,400. / I.P. ✓ / L.P. 3,400. } Revolutions per minute, at full power, of each Turbine Shaft { H.P. 3,941. / I.P. ✓ / L.P. 2,865. } 1st reduction wheel 431 main shaft 116.

Rotor Shaft diameter at journals { H.P. ✓ / I.P. ✓ / L.P. ✓ } Pitch Circle Diameter { 1st pinion 19.1894" / 2nd pinion 19.1894" } 1st reduction wheel 51.2041" main wheel 124.6448" Width of Face { 1st reduction wheel 20.5 main wheel 39"

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion HP & LP 16.45" / 2nd pinion 16.45" } 1st reduction wheel 38.45" main wheel 42"

Flexible Pinion Shafts, diameter { 1st ✓ / 2nd ✓ } Pinion Shafts, diameter at bearings { External 12.25" / Internal 11" } diameter at bottom of pinion teeth { 1st HP 9.281" / 2nd LP 12.923" } 1st 18.941"

Wheel Shafts, diameter at bearings { 1st 11" / main 14.5" } diameter at wheel shroud, { 1st 46.45" / main 119.45" } Generator Shaft, diameter at bearings ✓ Propelling Motor Shaft, diameter at bearings ✓

Intermediate Shafts, diameter as per rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per rule ✓ as fitted ✓

Tube Shaft, diameter as per rule ✓ as fitted ✓ Screw Shaft, diameter as per rule ✓ as fitted ✓ Is the { tube / screw } shaft fitted with a continuous liner ✓

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
If 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 ✓
If 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 ✓
If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, diameter ✓ Pitch ✓ No. of Blades ✓ State whether Moveable ✓ Total Developed Surface ✓ square feet. ✓
If Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine ✓ Can the H.P. or L.P. Turbine exhaust direct to the Condenser ✓

No. of Turbines fitted with astern wheels ✓ Feed Pumps { No. and size ✓ / How driven ✓ }
Pumps connected to the Main Bilge Line { No. and size ✓ / How driven ✓ }
Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine and Boiler Room ✓ In Pump Room ✓

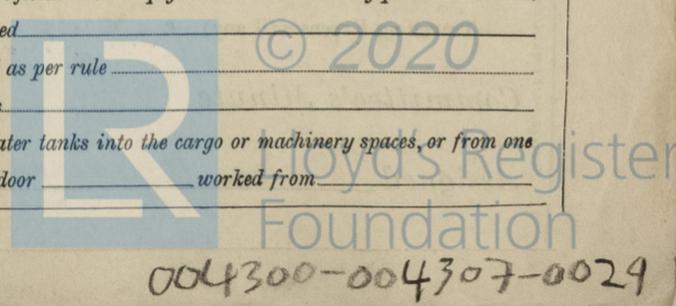
In Holds, &c. ✓
Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine Room ✓

Bilges, No. and size ✓ Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bozes ✓
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 ✓ Are they fitted with Valves or Cocks ✓

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates ✓ Are the Overboard Discharges above or below the deep water line ✓
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 ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ 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 ✓

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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓



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