

Port of Seattle, Washington

Last Survey February 20th 1948

(Number of Visits 26)

Tons { Gross 10448
Net 6301

When built 1944

When made 1944

Port belonging to LeHavre (Contemplated)

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted	Yes
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le for which Vessel is intended Petroleum in Bulk

Ahead	One	Direct coupled,	} 10	X	propelling shafts.	No. of primary pinions to each set of reduction gearing	X
of Turbines	X	single reduction geared double reduction geared					

coupled to { Alternating Current Generator / 3 phase 60-62 periods per second } rated 5400 Kilowatts 2370 Volts at 3715 revolutions per minute:
~~Direct Current Generator~~

Applying power for driving One Propelling Motor Type 3-Phase 62-Cycle, 80 Pole, Revolving Field, Salient Pole, Synchronous

6000BHP ~~Kilowatt~~ 2300 / Volts at 90 revolutions per minute. Direct coupled, ~~single or double reduction geared~~ to Single propelling shaft.

[illegible]

Horse Power at each turbine	{ <div style="display: inline-block; vertical-align: middle; text-align: center;"> H.P. L.P. L.P. </div>	Revolutions per minute, at full power, of each Turbine Shaft	{ <div style="display: inline-block; vertical-align: middle; text-align: center;"> H.P. L.P. L.P. </div>	<div style="display: flex; justify-content: space-between;"> <div> 3715 = = </div> <div> 110 110 90 </div> </div>
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Shaft diameter at journals { H.P. 5" and 10"
 I.P. - Pitch Circle Diameter { 1st pinion - 1st reduction wheel - Width of Face { 1st wheel of pinion wheel -
 I.P. - Diameter { 2nd pinion - 2nd wheel of pinion wheel -

dist. between centres of pinion and wheel faces and the centre of the adjacent bearings, $\left\{ \begin{array}{l} \text{1st pinion} = \dots \dots \dots \text{1st reduction wheel} = \\ \text{2nd pinion} = \dots \dots \dots \text{main wheel} = \end{array} \right.$

Pinion diameter $\left\{ \begin{array}{l} 1st \text{ ---} \\ 2nd \text{ ---} \end{array} \right.$ Pinion Shafts, diameter at bearing $\left\{ \begin{array}{l} External \\ Internal \end{array} \right.$ $\left\{ \begin{array}{l} 1st \left\{ \begin{array}{l} \text{---} \\ \text{---} \end{array} \right. \\ 2nd \left\{ \begin{array}{l} \text{---} \\ \text{---} \end{array} \right. \end{array} \right.$ diameter at bottom of pinion teeth $\left\{ \begin{array}{l} 1st \text{ ---} \\ 2nd \text{ ---} \end{array} \right.$

Shaft, diameter at bearing	$\frac{1}{2}$ in.	diameter at wheel thread	$\frac{1}{2}$ in.	Generator Shaft, diameter at bearings	10 in.
main				Propelling Mot. Shaft	

as per rule $16\frac{1}{2}"$ Propelling Motor Shaft, diameter at bearings. $18\frac{1}{2}"$

Intermediate Shafts, diameter as per rule 17.325
as fitted 16-7/8" Thrust Shaft, diameter at collars as fitted 18" (17 5/8" will do) ✓
Tube Shaft, diameter as per rule 17.325
as fitted 18-1/8" ✓

Shaft, diameter as per rule $1\frac{1}{2}$ lbs. $\frac{1}{2}$ screw } shaft fitted with a continuous liner } Yes ✓

Bronze Liners, thickness in way of bushes as per rule .85
as fitted $1\frac{1}{8}$ "

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

material insoluble in water and non-corrosive. **X** If two liners are fitted, is the shaft lapped or protected between the liners. **X** Is an approved Oil Class

appliance fitted at the after end of the tube shaft. Length of Bearing in Stern Bush next to and supporting propeller. 7'-3" ✓

ller. diameter 19'6" Pitch 17.6 No. of Blades 4 State whether Movable No. 1323

Can the H.P. or I.P. Turbine exhaust direct to the

No. of Turbines fitted with astern wheels. None ✓ Feed Pumps { No. and size 2-Centrifugal, 200" G.P.M. 1 Simplex 10"x7"x2"
 How driven Steam Turbine ✓ Steam ✓

connected to the Main Bilge Line { No. and size. 2 Bilge @ 175 G.P.M. 1 General Service 450 G.P.M.
How driven Electric Motor ✓ Electric Motor ✓

Pumps, No. and size One @ 10x7x10 Duplex Lubricating Oil Pumps, including Spare Pump, No. and size 2 electric driven Rotex 60 G.P.M.

independent means arranged for circulating water through the Oil Cooler. Yes ☒ No ☐ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps. ☒ No ☐

No. and size:—In Engine and Boiler Room. 10 @ 3" - 2 @ 4"

Boatswains Stores 2-1" Ejectors, Chain Locker 2" Ejector, Ford Pump Rm. (One 10x7"x10" Steam Duplex Bilge Pump.
Water Circulating Pump Direct Bilge Suction No. 1 - 18" Diam. 2-1/2" Suction P & S Dry Stores, 2-1/2" Bilge Pumps P&S

No. and size 2 - 4" ← Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. **Yes** ✓

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. **Yes** ✓

Sea Connections fitted direct on the skin of the ship. **Chests & Spool Pieces** they fitted with Valves or Cocks. **Valves** ✓

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 line below

How are they protected x

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. **Yes** ✓

management 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? **Yes** ✓ Is it fitted with a watertight door? **Yes** ✓

Is it fitted with a watertight door. yes worked from Main Deck
Level

005013-005019-0030

005013-005019-0030

BOILERS, &c.— (Letter for record S) Total Heating Surface of Boilers 11354 sq.ft.
Is Forced Draft fitted Yes No. and Description of Boilers 2 Combustion Engineering W.T. Single Working Pressure 500 lbs. per sq. in.
PASS. STRAIGHT TUBE.
Is a Report on Main Boilers now forwarded? Yes
Is a Donkey Boiler fitted? No If so, is a report now forwarded? X
an Auxiliary No Main Boiler None available Auxiliary Boilers X Donkey Boilers X
Plans. Are approved plans forwarded herewith for Shafting Yes (If not state date of approval)
Superheaters X General Pumping Arrangements Yes Oil Fuel Burning Arrangements Yes
Spare Gear. State the articles supplied: Checked and found ample as per Rule Requirements

The foregoing is a correct description,

Dates of Survey while building { During progress of work in shops - - } American Bureau Survey
{ 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 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 X If so, have the requirements of the Rules been complied with X
Is this machinery a duplicate of a previous case X If so, state name of vessel X

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel was constructed under the Special Survey and to the requirements of the American Bureau of Shipping and U. S. Coast Guard, and the materials and workmanship are considered satisfactory.

The scantlings and general arrangements have been checked as far as practicable and found to conform to available plans on board the vessel, copies of which are attached herewith.

For recommendations as to class, etc. please see Rpt. 9 attached.

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

James F. Robertson
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK APR 7 1948

Committee's Minute

Assigned LMC-2, 48.



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Foundation