

5 JUN 1950

Port of Jacksonville, Fla.

Date, First Survey.

October 6th. 1949 *Last Survey* March 13th. 1950 19

(Number of Visits.....105.....)

Gross 9089

Seattle Tacoma Shipbuilding Corp.

By whom made Allis - Chalmers Mfg. Co.

By whom made Foster Wheeler Corporation. Boiler No 812 & 3

Owners Achille Lauro Co.

Item	Year	Month	Day	Description	No.	Unit	Value	Yes
1	1988	11	11	Refrigerating Machinery fitted for cargo transport	1	1	1	

is for which Vessel is intended

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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11/2

of Turbines *Astern* 1 ~~double reduction geared~~ to 1 propelling shaft. No. of primary pinions to each set of reduction gearing two

~~XXXXXXXX~~ (~~XXXXXXXXXXXXXXXXXXXX~~) rated - Kilowatts - Volts at - revolutions per minute.

Propelling power for driving = Propelling Motors Type =

- Kilowatt - Volts at - revolutions per minute Direct coupled single or double reduction geared to 1 propelling shaft

RBINE		H. P.			H. P. (Cont.)			I. P.			ASTERN.		
ADING.		HEIGHT OF	DIAMETER	NO. OF	HEIGHT OF	DIAMETER	NO. OF	HEIGHT OF	DIAMETER	NO. OF	HEIGHT OF	DIAMETER	NO. OF
EXPANSION		BLADES.	AT TIP.	ROWS.	BLADES.	AT TIP.	ROWS.	BLADES.	AT TIP.	ROWS.	BLADES.	AT TIP.	ROWS.
Imp.	1.750"	22.812"	1	1.75	20.50	1	1.75"	23.50	2				
Red.	0.85"	23.468"	1	1.90	20.80	1	2.10	24.20	2		1.625"	35.687"	1
	1.00"	16.20"	3	2.05	21.10	1	2.15	24.30	1		1.875"	36.062"	1
	1.10	16.70	2				2.35	24.70	1		8.000"	42.000"	1
	1.25	17.00	2				2.55	25.10	1				
	1.30	17.10	1				2.70	28.72	1				
	1.35	17.58	1				3.05	30.82	1				
	1.35	18.28	1				3.80	33.76	1				
	1.35	18.79	1				3.90	36.05	1				
	1.35	19.30	1				5.20	40.40	1				
	1.45	19.90	1				6.40	42.80	1				
	1.60	20.20	1				7.80	45.60	1				

Horse Power at each turbine	H.P.	4125	Revolutions per minute, at full power, of each Turbine Shaft	9.60	49.20	H.P.	5004	1st reduction wheel	665.3
	I.P.	-		I.P.	-	main shaft	85		
	I.P.	4375		I.P.	4289				

or Shaft diameter at journals	H.P.	6"	Pitch Circle Diameter	1st pinion	7.754" H.P.	Reduction wheel	58.318	Width of Face	1st reduction wheel	2@ 15 -	
	I.P.	-		2nd pinion	9.046" L.P.		main wheel		158.500	main wheel	2@ 16 7/8"
	L.P.	8"									

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings

1st pinion.....	11 3/4"	1st reduction wheel.....	15 1/2"
2nd pinion.....	42"	main wheel.....	27 3/4"

Pinion Shafts, diameter	1st.....None	Pinion Shafts, diameter at bearings	External	1st { 6"	2nd { 16"	diameter at bottom of pinion teeth { 1st 7.396"H.P.
	2nd.....None		Internal			

Steel Shafts, diameter at bearings	$\left\{ \begin{array}{l} 1st \dots 16"-12" \text{ Int.} \\ \text{main} \dots 21"-11" \text{ Int.} \end{array} \right.$	$\left\{ \begin{array}{l} 1st \dots - \\ \text{main} \dots - \end{array} \right.$	Generator Shaft, diameter at bearings	-
				Drumming Main Shaft, diameter at bearings

Intermediate Shafts, diameter as per rule 3.00 Thrust Shaft, diameter at collars as per rule 3.00 Propelling Motor Shaft, diameter at bearings 3.00
Tube Shaft, diameter as per rule 3.00

as fitted 19 Forward on Main Wheel Shaft fitted Howarth Shaft, diameter 1 1/2 as fitted -

W Shaft, diameter as per rule 2 1/4 Is the ~~shaft~~ shaft fitted with a continuous liner Y Bronze Liners, thickness in any of bush as per rule 1/8

as fitted 21.4 Is the liner made watertight in the propeller boss Yes If the liner is in more than one length, are the joints

as fitted 0.86 If the liner is in more than one length are the junctions 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

Is an approved Oil Glance

Propeller, diameter 21'-8" Pitch 21.669 No. of Blades 4 State whether Moveable No Total Developed Surface 166.4 square feet

angle Screw, are arrangements made so that steam can be led direct to the L.P. Turbine Yes Can the H.P. ~~exhaust~~ Turbine exhaust direct to the

enser. 1 No. of Turbines fitted with astern wheels. 1 P. only Feed Pumps 2 (How driven Two Steam Simplex, 280 & 120 G.P.M.

ps connected to the Main Bilge Line { No. and size. Two Elec. Centrif. with priming system. 800 G.P.M. ✓
How driven. One Steam Vert. Simplex 12x14x18 800 G.P.M. ✓

Two independent means arranged for circulating water through the Oil Cooler. **Yes** ✓

Two 6" Direct. Three 3" Main

Water Circulating Pump Direct Bilge Suctions, No. and size One 16" Independent Power Pump Direct Suctions to the Engine Room closing Valves.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes or strainer plates, Yes

11 Sea Connections fitted direct on the skin of the ship. No, Steel Spools Are they fitted with Valves or Cocks. Valves (Strainers at en

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 line Below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel. Yes ✓ Are the Blow Off Pipes fitted with a spool piece and no swivel and brass covering plate Yes

pipes pass through the bunkers.....	None	How are they protected.....
.....	None

Have they been tested as per rule - **Yes** ✓

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. **Yes** Is it fitted with a watertight door. **No** worked from. **-**

(No opening)

006797-006808-0

006797-006808-0089

4^A 1494.
BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers 15424 Sq. Ft.

Is Forced Draft fitted Yes ✓ No. and Description of Boilers Two F.W. "D" Type Marine Working Pressure 525 lbs. ✓

Is a Report on Main Boilers now forwarded? Yes ✓

Is { ~~a Donkey~~ an Auxiliary } Boiler fitted? No ✓ If so, is a report now forwarded?

Plans. Are approved plans forwarded ~~xxxxxx~~ for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
(If not state date of approval) Forwarded with

Superheaters General Pumping Arrangements Oil Fuel Burning Arrangements

Spare Gear. State the articles supplied:— None supplied, all Spares will be supplied, in Italy.

The foregoing is a correct description,

Manufacture

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 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 No If so, have the requirements of the Rules been complied with Yes

Is this machinery a duplicate of a previous case Yes If so, state name of vessel "KEMPANG" "REPANG" MOBILE RPT 23

General Remarks (State quality of workmanship, opinions as to class, &c. The Main & Aux. Machinery built & installed under A.B.S. & U

N. Survey & Inspection, has been examined throughout, the material & workmanship, are of good quality. The Machinery h

been tested, at the Dock & on a Sea Trial, under full operating conditions & all found to be satisfactory, suitable in mby

opinion to be Classed with the Society, with the Record of LMC-2,50 & T.S.(CL) seen 2,50.

Entered on

The amount of Entry Fee £ Rpt.9. : When applied for, 19
Special £ : : Apl. 14th. 1950
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : : When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK MAY 31 1950

Assigned

Classification contemplated.



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