

Auxiliary

Report on Steam Turbine Machinery.

N.Y.K. No. 53551

Rpt. 4a.

Date of writing Report Oct. 7th 1954 When handed in at Local Office 19 Port of NEW YORK Received at London Office 4-DEC-1954
No. in Survey held at Quincy, Mass. Date, First Survey July 5th Last Survey Oct. 7th 1954
Reg. Book on the steel, screw steamer "Master Peter" (Number of Visits Cont.)
Built at Quincy, Mass. By whom built Bethlehem Steel Co. Yard No. 1635 When built 1954
Engines made at Essington, Pa. By whom made Westinghouse Elect. S.B. Div. Engine No. 344 When made 1954
Boilers made at Carteret, N.J. By whom made Foster Wheeler Corp. Boiler No. 3698+9 When made 1954
Shaft Horse Power at Full Power ✓ Owners Bilbao Compania Naviera S.A. Port belonging to Panama R.P.
Nom. Horse Power as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which Vessel is intended Tanker

STEAM TURBINE ENGINES, &c.—Description of Engines 400 K.W. Geared Turbine Generator Set (2 off)

No. of Turbines one Direct coupled, single reduction geared to one propelling shafts. No. of primary pinions to each set of reduction gearing one
direct coupled to Alternating Current Generator 3 phase 60 periods per second rated 400 Kilowatts 440 Volts at 1200 revolutions per minute;
for supplying power for driving Propelling Motors, Type Auxiliary Machinery & Lighting
rated Kilowatts Volts at revolutions per minute Direct coupled, single or double reduction geared to propelling shafts.

TURBINE BLADING.		H. P.	I. P.	L. P.	ASTERN.
Impulse Blading	No. of rows	<u>8</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
Reaction Blading	No. of stages	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
	No. of rows in each stage	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>

Shaft Horse Power at each turbine H.P. 9018 1st reduction wheel 1200
HP 1200 main shaft 1200
HP 1200

Rotor Shaft diameter at journals H.P. 2" Pitch Circle Diameter 1st pinion 1st reduction wheel 29.446" Width of Face 1st reduction wheel 10"
HP 29.446" main wheel 10"
HP 29.446"

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion 6 13/16" 1st reduction wheel 6 13/16"
2nd pinion 6 13/16" main wheel 6 13/16"

Flexible Pinion Shafts, diameter at bearings 1st 2 3/4" External 1st 3.7079"
2nd 4" Internal 1st 4" 2nd 4"

Wheel Shafts, diameter at bearings 1st 4" diameter at wheel shroud, 1st 4" Generator Shaft, diameter at bearings 4"
main 4" Propelling Motor Shaft, diameter at bearings 4"

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

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

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

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 I.P. Turbines 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 both to 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-boxes
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

BOILERS, &c.—(Letter for record 21,130 sq. ft. Total Heating Surface of Boilers 2-17" type Foster Wheeler Working Pressure 675 lbs./sq. in.
Is Forced Draft fitted Yes No. and Description of Boilers 2-17" type Foster Wheeler

Is a Report on Main Boilers now forwarded? ✓

If not, state whether, and when, one will be sent?
Is a Report also sent on the Hull of the Ship?
NOTE.—The words which do not apply should be deleted.

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Is { a Donkey Boiler fitted? If so, is a report now forwarded?
{ an Auxiliary }
Is the donkey boiler intended to be used for domestic purposes only
Plans. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not, state date of approval)
Superheaters General Pumping Arrangements Oil Fuel Burning Arrangements
Geared turbines Have torsional vibration characteristics of system been approved Date of approval
situated aft.

SPARE GEAR.

Has the spare gear required by the Rules been supplied

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

continuous

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 675 lbs/sq. in Thickness of adjusting washers
Rotor shaft, Material and tensile strength please see Philadelphia report No. 10140. Identification Mark
Flexible Pinion Shaft, Material and tensile strength Identification Mark
Pinion shaft, Material and tensile strength Identification Mark

; Chemical analysis.

If Pinion Shafts are made of special steel state date of approval of chemical analyses, physical properties and heat treatment.

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

Is the flash point of the oil to be used over 150°F 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 If so, have the requirements of the Rules been complied with

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery a duplicate of a previous case Yes If so, state name of vessel s/s Chryssi

General Remarks. (State quality of workmanship, opinions as to class, &c.) These Turbo-generators have been under special survey, in accordance with approved plans, examined at installation on vessel and on completion, examined under working conditions and found to be satisfactory.

In my opinion, the above described turbo-generators are suitable included with the machinery of vessel classed with this Society

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Committee's Minute
Assigned su attached 1st entry Report
NEW YORK NOV 17 1954

L. P. Holmes

Engineer Surveyor to Lloyd's Register of Shipping



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