

AUXILIARY

Report on Steam Turbine Machinery. No. 515

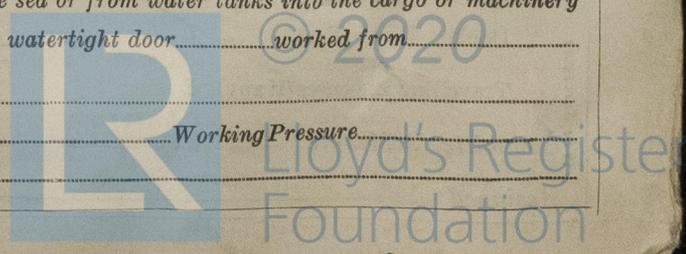
Received at London Office 11 JAN 1956
Date of writing Report 9-1-1956 When handed in at Local Office 9-1-1956 Port of NANTES
No. in Survey held at SAINT NAZAIRE Date, First Survey 16-9-55 Last Survey 18-10-1955
Reg. Book SUPP. 3471 on the Single Twin Triple Quadruple Screw Vessel S.S. "/SOCARDIA" Tons Gross 20708 Net 10417
Built at SAINT NAZAIRE By whom built CH. BAT. DE SAINT NAZAIRE (PENHOET) Yard No. Q15 When built 1955
Engines made at PARIS By whom made MAISON BREGUET Engine No. 2355/6 When made 1955
Boilers made at SAINT NAZAIRE By whom made CH. BAT. DE SAINT NAZAIRE (PENHOET) Boiler No. 1856/1857 When made 1955
Horse Power Maximum Service Owners SOCIETE MARITIME SHELL Port belonging to LE HAVRE
N. as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Made for which Vessel is intended

STEAM TURBINE ENGINES, &c.—Description of Engines TWO SETS SINGLE REDUCTION GEARED TURBINES
of Turbines Ahead Direct coupled, single reduction geared to propelling shafts. No. of primary pinions to each set of reduction gearing
Astern double reduction geared
Effect coupled to Alternating Current Generator phase periods per second rated Kilowatts Volts at revolutions per minute;
supplying power for driving Propelling Motors, Type
Direct Current Generator
ed. Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

Table with columns: TURBINE, H. P., I. P., L. P., ASTERN. Rows include: No. of rows, No. of stages, No. of rows in each stage, Shaft diameter at journals, Pitch Circle Diameter, 1st pinion, 2nd pinion, main wheel, 1st reduction wheel, 1st reduction wheel, main shaft, Pinion Shafts, diameter at bearings, External/Internal, diameter at bottom of pinion teeth, Generator Shaft, diameter at bearings, Propelling Motor Shaft, diameter at bearings, Thrust Shaft, diameter at collars, Is the tube/screw shaft fitted with a continuous liner, Thickness between bushes, Is the after end of the liner made watertight in the steller boss, If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner, Is 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, No 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, 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, Angle 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, Lubricating Oil Pumps, including Spare Pump, No. and size, two independent means arranged for circulating water through the Oil Cooler, Branch Bilge Suctions, No. and size:—In Engine, In Pump Room, Direct Bilge Suctions to the Engine and/or Boiler Room, Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes, 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, 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, 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.—Total Heating Surface of Boilers
Forced Draught fitted No. and Description of Boilers Working Pressure
Report on Main Boilers now forwarded?

SEE ROVEN RPT. FE 25 COPY ATTACHED



Is a Donkey Boiler fitted? If so, is a report now forwarded?

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 situated aft. Have torsional vibration characteristics of system been approved Date of approval

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

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 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

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

Full description of Fire Extinguishing Apparatus fitted in machinery spaces

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 If so, state name of vessel

General Remarks. (State quality of workmanship, opinions as to class, &c.)
These two sets of auxiliary turbines as described in Roman Rpt. N° FE.25 have been satisfactorily installed on board & hammed under full working conditions with satisfactory results. In my opinion these two turbine sets are eligible to be classed part of the machinery with the notation + LMC 10-55

SEE ROMAN RPT. N° FE.25. COPY ATTACHED.

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

FRIDAY 20 JAN 1956

Committee's Minute
Assigned

J. G. H.
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation