

EIVED

NOV 1950

pt. 4a.

D.O.

Date of writing Report

6 Nov 1950

When handed in at Local Office

7 Nov 1950

Port of

LONDON

Received at London Office

28 FEB 1951

No. in

Survey held at

LONDON

Date, First Survey

27 June 1950

Last Survey

13 October 1950

1950

Reg. Book

(Number of Visits)

opening in on the

single screw turbine "GENERAL SAN MARTIN"

Tons

Gross 12759

Net 7405

Built at

LIVERPOOL

By whom built

CAMMELL LAIRD & CO LTD

Yard No.

1203

When built

9/50

Engines made at

PETERBOROUGH

By whom made

PETER BROTHERHOOD & CO

Engine No.

13288A

When made

10/50

Boilers made at

By whom made

Boiler No.

When made

Shaft Horse Power at Full Power

250 KW

Owners

Guinness Peter & Co

Port belonging to

Burns & Co

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

to

Is Electric Light fitted

yes

Trade for which Vessel is intended

Open sea

TEAM TURBINE ENGINES, &c.—Description of Engines

15" 7 STAGE CURTIS & 6 RATEAU IMPULSE TYPE

No. of Turbines

Ahead ONE

Direct coupled,

single reduction geared

to

propelling shafts

No. of primary pinions to each set of reduction gearing

ONE

Direct coupled to

Alternating Current Generator

phase

periods per second

rated

250 Kilowatts

220 Volts at

1200 revolutions per minute;

for supplying power for driving

Propelling Motors, Type

rated

Kilowatts

Volts at

revolutions per minute

Direct coupled, single or double reduction geared to

propelling shafts.

rated

Kilowatts

Volts at

revolutions per minute

Direct coupled, single or double reduction geared to

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BOILERS, &c.—(Letter for record.....) Total Heating Surface of Boilers.....

Is Forced Draft fitted..... No. and Description of Boilers..... Working Pressure.....

Is a Report on Main Boilers now forwarded?

Is { a Donkey } Boiler fitted?
 { an Auxiliary }

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.....
(If not, state date of approval)

Main Boilers.....

Auxiliary Boilers.....

Donkey Boilers.....

Superheaters.....

General Pumping Arrangements.....

Oil Fuel Burning Arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

YES.

State the principal additional spare gear supplied.....

1 SET GENERATOR BRGS. 1 SET TURBINE BEARINGS.

1 SET MICHELL THRUST PADS. 1 THROTTLE VALVE + SPINDLE. 1 GOVERNOR COMPLETE.

1 SET LABYRINTH PACKING. 1 EV SPINDLE + SEAT. 1 SET OF SPRINGS. 1 SET OIL CATCHERS.

2 SETS CARBON BRUSHES. 1 LINE BRUSH HOLDERS. 1 ARMATURE. 1 SET FIELD COILS.*

1 SET INTERPOLE COILS.*

* DEPOT SPARES:- FOR 2 SHIPS.

For PETER BROTHERHOOD LTD.

The foregoing is a correct description,

S. J. Bellamy
DIRECTOR

Manufacturer.

Dates
of Survey
while
building

During progress of work in shops - - - 28.6.50.
During erection on board vessel - - - 22.9.50. 26.9.50. 27.6.50. 30.6.50.
Total No. of visits 7 (In shops)

Dates of Examination of principal parts—Casings 26.9.50. 26.9.50. 26.9.50. 26.9.50. Rotors 26.9.50. 26.9.50. 26.9.50. 26.9.50. Blading 26.9.50. 26.9.50. 26.9.50. 26.9.50. Gearing 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Wheel shaft 26.9.50. 26.9.50. 26.9.50. 26.9.50. Thrust shaft 26.9.50. 26.9.50. 26.9.50. 26.9.50. Intermediate shafts 26.9.50. 26.9.50. 26.9.50. 26.9.50. Tube shaft 26.9.50. 26.9.50. 26.9.50. 26.9.50. Screw shaft 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Propeller 26.9.50. 26.9.50. 26.9.50. 26.9.50. Stern tube 26.9.50. 26.9.50. 26.9.50. 26.9.50. Engine and boiler seatings 26.9.50. 26.9.50. 26.9.50. 26.9.50. Engine holding down bolts 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Completion of fitting sea connections 26.9.50. 26.9.50. 26.9.50. 26.9.50. Completion of pumping arrangements 26.9.50. 26.9.50. 26.9.50. 26.9.50. Boilers fixed 26.9.50. 26.9.50. 26.9.50. 26.9.50. Engines tried under steam 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Main boiler safety valves adjusted 26.9.50. 26.9.50. 26.9.50. 26.9.50. Thickness of adjusting washers 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Rotor shaft, Material and tensile strength 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Mark 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Flexible Pinion Shaft, Material and tensile strength 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Mark 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Pinion shaft, Material and tensile strength 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Mark 26.9.50. 26.9.50. 26.9.50. 26.9.50.

1st Reduction Wheel Shaft, Material and tensile strength 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Mark 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Wheel shaft, Material 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Mark 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Intermediate shafts, Material 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Marks 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Screw shaft, Material 26.9.50. 26.9.50. 26.9.50. 26.9.50. Identification Marks 26.9.50. 26.9.50. 26.9.50. 26.9.50.

Date of test 26.9.50. 26.9.50. 26.9.50. 26.9.50. Steam Pipes, Material 26.9.50. 26.9.50. 26.9.50. 26.9.50. Test pressure 26.9.50. 26.9.50. 26.9.50. 26.9.50.

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..... If so, state name of vessel.....

General Remarks. (State quality of workmanship, opinions as to class, &c.).....

These two Turbo-Generating Engines have been built under survey in accordance with approved plans and the requirements of the Rules. Steel used in their manufacture has been made at works approved by the Committee and under the supervision of the Society's Surveyors. The workmanship is satisfactory and the Engines are, in my opinion, eligible to be installed in a vessel classed with the Society.

Satisfactory running tests and governor trials were witnessed at the makers works of both Engines coupled to their generators.

Engine No. 3288 A is coupled to Generator No. 4177. Made by The Sunderland Forge and Eng. Co. Ltd.

" " 3288 B " " 4176.9

The amount of Entry Fee ... £ : : When applied for. 8 Nov. 1950

Special ... £ 22 : 8 : 0 When received.

Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ 5 : 5 : 0

J. B. Smail
Engineer Surveyor to Lloyd's Register of Shipping.
These generators sets have been properly installed in the vessel, and under working conditions will satisfactory results.

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

Assigned *See Minute on Liverpool H. Mch. 1951*

LIVERPOOL 27 FEB 1951

Lloyd's Register
Foundation