

Report on Steam Turbine Machinery. No.

t. 4a.

Received at London Office

13 SEP 1948

Date of writing Report 19... When handed in at Local Office 19... Port of...
 No. in Survey held at Gdynia Date, First Survey 4th July 48 Last Survey 20th July 1948
 Reg. Book 9266 on the Steel Screw Steamer "KILINSKI" (Ex "Empire Victory") (Number of Visits five)
 Tons { Gross 7612
 { Net...
 Built at Los Angeles, Cal. By whom built Californian Shipbuilding Corp. Hard No. When built 1944-5
 Engines made at By whom made Westinghouse Mfg. Co. Engine No. When made "
 Boilers made at By whom made Boiler No. When made "
 Shaft Horse Power at Full Power 8500 Owners Gdynia America Shipping Lines Port belonging to Gdansk
 Nom. Horse Power as per Rule 2012 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

STEAM TURBINE ENGINES, &c.—Description of Engines C 3 Cross Compounded Impulse Reaction Turbines with double reduction gearing.
 No. of Turbines Ahead... Two Direct coupled, single reduction geared } to one propelling shafts. No. of primary pinions to each set of reduction gearing Two
 Astern... One double reduction geared }
 Direct coupled to { Alternating Current Generator — phase — periods per second } rated — Kilowatts — Volts at — revolutions per minute;
 { Direct Current Generator }
 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.

H. P.			I. P.			L. P.			ASTERN.			
	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.
1st Expansion	1 3/4		1									
2nd	2 3/8		1				1 7/8		1	1 15/16		1
3rd							2 5/16		1	3 1/8		1
4th	1 5/8	}	14				2 11/16		1	2 3/4		1
5th	1 3 3/16						3 1/4		1	3 5/8		1
6th							4"		1			
7th							5"		1			
8th							6"		1			
9th							6"		1			
10th							8 1/2		1			
11th							10 1/2		1			
12th												

Shaft Horse Power at each turbine { H.P. 4250 max. I.P. — Revolutions per minute, at full power, of each Turbine Shaft L.P. 4250 max
 Rotor Shaft diameter at journals { H.P. 4 1/4 5" Pitch Circle Diameter 1st pinion L.P. 11.393 1st reduction wheel 83.37
 { L.P. 6 1/4 6 1/4 2nd pinion 20.067 main wheel 145.992 Width of Face { 1st reduction wheel 22.25
 { main wheel 2 x 20"

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion — 1st reduction wheel 40"
 { 2nd pinion 20" main wheel 44 1/2

Flexible Pinion { 1st H.P. L.P. 4 1/2" Pinion Shafts, diameter at bearings External 1st { H.P. L.P. 5" 2nd { 16" diameter at bottom of pinion teeth 1st —
 { 2nd — Internal 1st { — 2nd { — 2nd —
 Wheel Shafts, diameter at bearings { 1st 16" diameter at wheel shroud, { 1st 20 1/2" Generator Shaft, diameter at bearings —
 { main 21" { main — Propelling Motor Shaft, diameter at bearings —
 Intermediate Shafts, diameter as per rule 18.24 as fitted 19" Thrust Shaft, diameter at collars as per rule — as fitted —

Tube Shaft, diameter as per rule — as fitted — Screw Shaft, diameter as per rule 21" Is the { tube screw } shaft fitted with a continuous liner { Yes
 Bronze Liners, thickness in way of bushes as per rule 1.04 as fitted 1.32 Thickness between bushes as per rule 27/32 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 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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller (5' 11 1/2)
 Propeller, diameter 20.5 Pitch 22-9 @ 6R No. of Bades 4 State whether Moveable NO Total Developed Surface — square feet.

If Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine Yes Can the H.P. or I.P. Turbines exhaust direct to the
 Condenser Yes No. of Turbines fitted with astern wheels one Feed Pumps { No. and size Two 11" x 7" x 24" Vert. Simplex, one Cent. Turbo
 { How driven Steam 185 GPM.
 Pumps connected to the Main Bilge Line { No. and size Three 10" x 11" x 12 Vert. Duplex (Bilge + Ballast GS pump + Stand by GS pump)
 { How driven Steam GS + OF transfer)

Ballast Pumps, No. and size Two 10" x 11" x 12 Vert. Duplex Lubricating Oil Pumps, including Spare Pump, No. and size one 7 1/2" x 9" x 12 Vert. Duplex
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps, No. and size: In Engine and Boiler Room Two 3" dia. Four 2 1/2" dia. in C.D., one 2" dia. sludge tank 1-3" tunnel. In Pump Room —
 In Holds, &c. one 3" dia. in Holds 1 + 5. Two 3" dia. in Holds 2, 3 + 4 (p.s.) joining 5" range in ER, one each 3" dia F + A peaks.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 16" dia. Independent Power Pump Direct Suctions to the Engine Room
 Bilges, No. and size one 5" dia. Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes
 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 Yes Are they fitted with Valves or Cocks Values

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 Cocks fitted with a spigot and brass
 covering plate NO What pipes pass through the bunkers None How are they protected —
 What pipes pass through the deep tanks None Have they been tested as per rule Yes

Are all Pipes, Cocks, Valves and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from ER floor
 (not approved - see Rpt. 8) Level

BOILERS, &c.—(Letter for record.....) Total Heating Surface of Boilers 17304 Sq. ft.
Is Forced Draft fitted Yes. No. and Description of Boilers Two S.M. Type W.T. boilers Working Pressure 525 lbs/sq. in.
Is a Report on Main Boilers now forwarded? Yes
Is a Donkey Boiler fitted? No 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 No Main Boilers No Auxiliary Boilers — Donkey Boilers —
(If not, state date of approval)
Superheaters No General Pumping Arrangements No Oil Fuel Burning Arrangements No

SPARE GEAR.

Has the spare gear required by the Rules been supplied Not Yet.

State the principal additional spare gear supplied —

The foregoing is a correct description,

Manufacturers

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.....

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.....

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.)

This report is submitted for the information of the Committee.

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

L. V. Hauser
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 OCT 1940

Committee's Minute.

Assigned.

See minute on Rpt 5



© 2020

Lloyd's Register
Foundation