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Report on Steam/Turbine Machinery. No. 121769

GENERATING

Date of writing Report 3 Feb 1951 When handed in at Local Office 3 Feb 1951 Port of LONDON
No. in Survey held at PETERBOROUGH Date, First Survey 5 Sep 1950 Last Survey 9 JANUARY 1951
Reg. Book PETERBOROUGH (Number of Visits NINE)

on the Single Screw Tug "General Piqueador" Tons (Gross 12741 Net 7396)

Built at LIVERPOOL By whom built CAMMELL LAIRD & CO. LTD. Yard No. 1204 When built 12/50
Engines made at PETERBOROUGH By whom made PETER BROTHERHOOD LTD. Engine No. 13288C When made 1/51

Boilers made at PETERBOROUGH By whom made PETER BROTHERHOOD LTD. Boiler No. 13288D When made 1/51
Shaft Horse Power at Full Power 250 kW (335 S.H.P.) Owners Compañía Petrolera Fincas Port belonging to Buenos Aires

Nom. Horse Power as per Rule 250 kW (335 S.H.P.) Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
Trade for which Vessel is intended General Cargo

STEAM TURBINE ENGINES, &c.—Description of Engines 15" 7 STAGE CURTIS & 6 RATEAU IMPULSE TYPE.

No. of Turbines ONE Direct coupled, single reduction geared to ONE propelling shafts. No. of primary pinions to each set of reduction gearing ONE
Astern double reduction geared

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 Direct Current Generator rated 250 Kilowatts 220 Volts at 1200 revolutions per minute.

rated 250 Kilowatts 220 Volts at 1200 revolutions per minute. Direct coupled, single or double reduction geared to ONE propelling shafts.

TURBINE BLADING.	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	1.62"	15.495"	ONE									
2nd "	1.65"	16.165"										
3rd "	1.65"	16.165"	ONE									
4th "	1.05"	16.05"	"									
5th "	1.15"	16.15"	"									
6th "	1.3"	16.3"	"									
7th "	2.09"	17.09"	"									
8th "	2.93"	18.63"	"									
9th "												
10th "												
11th "												
12th "												

Shaft Horse Power at each turbine H.P. 250 kW Revolutions per minute, at full power, of each Turbine Shaft H.P. 7500 1st reduction wheel 1200
I.P. 250 main shaft I.P. 7500
L.P. 250

Rotor Shaft diameter at journals H.P. 2 5/8" Pitch Circle Diameter 1st pinion 3.83676" 1st reduction wheel 24.1574" Width of Face 1st reduction wheel
I.P. 2 5/8" 2nd pinion main wheel main wheel
L.P. 2 5/8"

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion 6 3/4" 1st reduction wheel 7 1/2"
2nd pinion main wheel main wheel

Flexible Pinion Shafts, diameter 1st 4 1/8" Pinion Shafts, diameter at bearings External 1st 3" 2nd 3.61416"
Internal 1st 3" 2nd 3" diameter at bottom of pinion teeth 2nd

Wheel Shafts, diameter at bearings 1st 3 1/2 x 4 1/2" diameter at wheel shroud, 1st 24.374% Generator Shaft, diameter at bearings 22. 22. 1/10
main main Propelling Motor Shaft, diameter at bearings 22. 22. 1/10

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

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 Bades ✓ 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 ✓

Condenser ✓ No. of Turbines fitted with astern wheels ✓ Feed Pumps No. and size How driven
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 16-64rpm 35HP 2"pc
No. and size How driven Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine and Boiler Room ✓ In Pump Room ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ 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 the Blow Off Cocks fitted with a spigot and brass covering plate ✓ Are they each fitted with a Discharge Valve always accessible on the plating of the vessel ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ Have they been tested as per rule ✓
What pipes pass through the bunkers ✓ 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 ✓



