

Report on Steam Turbine Machinery.

No. 28896

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4a.

of writing Report 2-12-1953 When handed in at Local Office ANTWERP 19 ANTWERP Port of ANTWERP
 in Survey held at ANTWERP Date, First Survey 16-3-53 Last Survey 14-11-1953
 Book 289 on the S/S MARITIME TRADER Tons (Gross 2023 Net 7623)
 at Hoboken By whom built A. J. C. Schell Yard No. 759 When built 1953
 ines made at Mulheim By whom made Edmond Schuster Engine No. 164/5 When made 1953
 ers made at By whom made Boiler No. When made
 ft Horse Power at Full Power Owners Maritime Transportation Co. Port belonging to Amara
 n. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 ide for which Vessel is intended

STEAM TURBINE ENGINES, &c.—Description of Engines two sets of Turbo Generators
 of Turbines Ahead Direct coupled, Astern single reduction geared } to propelling shafts. No. of primary pinions to each set of reduction gearing
 ct coupled to { Alternating Current Generator phase periods per second rated Kilowatts Volts at revolutions per minute;
 supplying power for driving Propelling Motors, Type
 d. Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

	H. P.	I. P.	L. P.	ASTERN.
No. of rows				
No. of stages				
No. of rows in each stage				

ft Horse Power at each turbine { H.P. I.P. L.P. } Revolutions per minute, at full power, of each Turbine Shaft { H.P. I.P. L.P. }
 or Shaft diameter at journals { H.P. I.P. L.P. } Pitch Circle Diameter { 1st pinion 2nd pinion } 1st reduction wheel main wheel } Width of Face { 1st reduction wheel main wheel }

tance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 2nd pinion } 1st reduction wheel main wheel }
 xible Pinion { 1st 2nd } Pinion Shafts, diameter at bearings { External 1st 2nd } diameter at bottom of pinion teeth { 1st 2nd }
 eel Shafts, diameter at bearings { 1st main } diameter at wheel shroud, { 1st main } Generator Shaft, diameter at bearings Propelling Motor Shaft, diameter at bearings
 ermediate Shafts, diameter as per rule as fitted Thrust Shaft, diameter at collars as per rule as fitted

be Shaft, diameter as per rule as fitted Screw Shaft, diameter as per rule as fitted Is the { tube } shaft fitted with a continuous liner { }
 onze Liners, thickness in way of bushes as per rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the
 peller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 he 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
 wo 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
 ft If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 peller, diameter Pitch No. of Blades State whether Moveable Total Developed Surface square feet.

ngle 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
 denser No. of Turbines fitted with astern wheels Feed Pumps { No. and size How driven }
 nps connected to the Main Bilge Line { No. and size How driven }
 last Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 e two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
 ge Pumps, No. and size:—In Engine and Boiler Room In Pump Room
 Holds, &c. Independent Power Pump Direct Suctions to the Engine Room

in Water Circulating Pump Direct Bilge Suctions, No. and size Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes
 ges, No. and size Are they fitted with Valves or Cocks
 he 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
 e all Sea Connections fitted direct on the skin of the ship 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
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Blow Off Cocks fitted with a spigot and brass
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel How are they protected
 ering plate What pipes pass through the bunkers Have they been tested as per rule
 at pipes pass through the deep tanks Have they been tested as per rule

all Pipes, Cocks, Valves and Pumps in connection with the machinery and all boiler mountings accessible at all times
 he 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
 ges, or from one compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

ERS, &c.—(Letter for record) Total Heating Surface of Boilers Working Pressure
 Forced Draft fitted No. and Description of Boilers

Report on Main Boilers now forwarded?

Is a Donkey Boiler fitted? an Auxiliary 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.....

boned in Rpt. 10 No 7688 and Aufburg Rpt. 10.

The foregoing is a correct description.

Dates of Survey while building

During progress of work in shops - -	1913
During erection on board vessel - - -	March 16, April 26, Sept 17, Oct 29, Nov 14
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.....

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-generator sets have been installed in the above vessel under the Special Survey of the Committee's Minute in accordance with the Rules. The machinery was examined under full load running conditions and found satisfactory.*

Certificate (if required) to be sent to.....

The amount of Entry Fee ... £ : : When applied for.

Special ... £ : : 19

Donkey Boiler Fee ... £ : : When received.

Travelling Expenses (if any) £ : : 19

Committee's Minute.....

Assigned.....

FRIDAY 15 JAN 1954

See Rpt. 4a

Aufburg

Engineer Surveyor to Lloyd's Register of Shipping.

