

Report on Steam Turbine Machinery.

No. 61.

28 MAR 1949

March 16th 49

When handed in at Local Office

Port of

NANTES

Received at London Office

Date, First Survey 27. 10. 48.

Last Survey 15. 3. 49

Survey held at

(Number of Visits 54.)

- ZANGUEZOUR -

Tons { Gross 10,448.
Net 6301.

PORTLAND OR.
LYNN, MASS.

By whom built

Kaiser Company Inc.

Yard No. 92.

When built 1944.

By whom made

General Electric Corp.

Engine No.

When made 1944.

By whom made

LES PETROLES D'OUTREMER

Boiler No.

When made 1944.

Owners

Port belonging to LE HAVRE.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted.

PETROLEUM IN BULK -

ONE CURTIS 10 STAGE IMPULSE.

AM TURBINE ENGINES, &c.—Description of Engines.

Ahead ONE Direct coupled, single reduction geared } propelling shafts. No. of primary pinions to each set of reduction gearing
Astern ONE double reduction geared }
Alternating Current Generator 3 phase 62 periods per second } rated 5400 Kilowatts 2370 Volts at 3715 revolutions per minute;
Direct Current Generator }
Propelling Motors, Type 3 PHASE, 62 CYCLE, 80 POLE, REVOLVING FIELD, SALIENT POLE STACH;
Kilowatts ONE Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

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Expansion

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	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	18"	34"										
"	14"	34 1/8"										
"	15 1/2"	35 1/4"										
"	7 1/2"	42 1/2"										
"	13 1/2"	43 1/2"										
"	8 1/2"	45 1/2"										
"	2 1/2"	47"										
"	5 1/2"	48 1/2"										
"	9"	56"										

ft Horse Power at turbine H.P. 1396. Revolutions per minute, at full power, of Turbine Shaft H.P. 3715 1st reduction wheel ✓
L.P. 90 main shaft. 90 ✓

or Shaft diameter at journals H.P. 5 9/10" Pitch Circle Diameter 1st pinion ✓ 1st reduction wheel ✓
I.P. ✓ main wheel ✓
L.P. ✓ 2nd pinion ✓ main wheel ✓

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion ✓ 1st reduction wheel ✓
2nd pinion ✓ main wheel ✓

Pinion Shafts, diameter at bearings External 1st ✓ 2nd ✓ diameter at bottom of pinion teeth 1st ✓
Internal 1st ✓ 2nd ✓ 2nd ✓

Wheel Shafts, diameter at bearings 1st ✓ diameter at wheel shroud, 1st ✓ Generator Shaft, diameter at bearings 10" ✓
main ✓ Propelling Motor Shaft, diameter at bearings 17 1/4" ✓

Intermediate Shafts, diameter as per rule 16 1/2" ✓ as fitted 16 7/8" ✓ Thrust Shaft, diameter at collars as per rule 17.385" ✓
as fitted 18 1/8" ✓ Is the tube } shaft fitted with a continuous liner }
as per rule 18 5/8" ✓ as fitted 1" ✓ Is the after end of the liner made watertight in the

Tube Shafts, diameter as per rule 18 5/8" ✓ as fitted 18 5/8" ✓ Is the tube } shaft fitted with a continuous liner }
as per rule 18 5/8" ✓ as fitted 1" ✓ Is the after end of the liner made watertight in the

onze Liners, thickness in way of bushes as per rule 1 1/8" ✓ Thickness between bushes as per rule 1" ✓ 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. ✓

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. ✓

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 7'-3" ✓

propeller, diameter 19'-6" Pitch 17'-6" No. of Bades 4 State whether Moveable NO Total Developed Surface 138.3 square feet.

Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine ✓ Can the H.P. or L.P. Turbines exhaust direct to the

Condenser ✓ No. of Turbines fitted with astern wheels ✓ Feed Pumps { No. and size 2 CENT. 200 G.P.M. 1 SIMPLEX 10" x 9" x 24" STEAM.
How driven TURBINE
2-BILGE 2 175 G.P.M. 1-GEN. SER. 2 450 G.P.M. ELECT. MOTOR.

pumps connected to the Main Bilge Line { No. and size 2-BILGE 2 175 G.P.M. 1-GEN. SER. 2 450 G.P.M. ELECT. MOTOR.
How driven ELECT. MOTOR.

allast Pumps, No. and size 1 2 10" x 7 1/2" x 10" DUAL ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2-VERT. ROTARY - 600 G.P.M. ✓

are two independent means arranged for circulating water through the Oil Cooler 10 2 3" x 4" ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps, No. and size: In Engine and Boiler Room 10 2 3" x 4" ✓ In Pump Room 1 2 10" x 7 1/2" x 10" DUAL ✓

Holds, &c. 10 2 3" x 4" ✓ 2-EJECTOR - CHAIN LOCKER 2-EJECTOR - FOR PUMP ROOM 2 1/2" SUCTION (AS SUPPLIED) - 2 1/2" P.V.B. PUMP ROOM.

Independent Power Pump Direct Suctions to the Engine Room

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. VALVES ✓

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

How are they protected. ✓

Have they been tested as per rule. ✓

What pipes pass through the deep tanks. ✓

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

Is the Shaft Tunnel watertight. ✓ Is it fitted with a watertight door. ✓ worked from FLOOR LEVEL.

010824-010834-0179

BOILERS, &c.—(Letter for record.....) Total Heating Surface of Boilers..... 11354 ☒ ✓
Is Forced Draft fitted..... ☒ YES ✓ No. and Description of Boilers..... B & W. Working Pressure..... 500 lbs ☒ ✓

Is a Report on Main Boilers now forwarded? ☒ YES ✓

Is { a Donkey
an Auxiliary } Boiler fitted? ☒ NO. ✓

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..... ☒ YES Main Boilers..... ☒ YES
(If not, state date of approval)

Auxiliary Boilers..... ☒ YES

Donkey Boilers..... ☒ YES

Superheaters..... ☒ YES

General Pumping Arrangements..... ☒ YES

Oil Fuel Burning Arrangements..... ☒ YES

SPARE GEAR.

Has the spare gear required by the Rules been supplied? ☒ AS PER RULE REQUIREMENTS -

State the principal additional spare gear supplied.

The foregoing is a correct description,

Manufactured by E.A.M.

Dates of Survey while building { During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits.....

BUILT UNDER AMERICAN BUREAU REQUIREMENTS.

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 scatings.....

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.....

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? ☒ ✓

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? ☒ YES

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

"T2" TANKER.

General Remarks (State quality of workmanship, opinions as to class, &c.)
The American Bureau of Shipping - U.S. Coast Guard

This machinery was built under the supervision of

The scantlings & general arrangements have been checked.

The material & workmanship are considered good.

The machinery of this vessel is in good condition & eligible in our opinion to be classed with record.

L.M.C. - 48

Steam turbine connected to electric motor and shaft

2 N.T.B. 500 lbs (SPT 464 lbs) F.D.

H.S. 11354 ☒ ✓

M.H. 1486.

The amount of Entry Fee ... £

Special ... £

When applied for.

Donkey Boiler Fee ... £

When received.

Travelling Expenses (if any) £

When received.

When received.

Engineer Surveyor to Lloyd's Register of Shipping.



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Committee's Minute.....

FRI. 6 MAY 1949

Assigned.....

See minute on p. 15