

Report on Steam Turbine Machinery.

No. 61.

28 MAR 1949

Received at London Office
 Writing Report March 16th 49 When handed in at Local Office 19 Port of NANTES
 Survey held at " Date, First Survey 27.10.48. Last Survey 15.3.49 19
 (Number of Visits 54.)
 on the ZANGUEZOUR Tons {Gross 10,448. Net 6301.
 at PORTLAND OR. By whom built Kaiser Company Inc. Yard No. 92. When built 1944.
LYNN, MASS. By whom made GENERAL ELECTRIC CORP. Engine No. When made 1944.
 By whom made Boiler No. When made 1944.
 Horse Power at Full Power 6000 Owners LES PETROLES D'OUTREMER Port belonging to LE HAVRE
 Horse Power as per Rule M.N. 1486 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 for which Vessel is intended PETROLEUM IN BULK

AM TURBINE ENGINES, &c.—Description of Engines. ONE CURTIS 10 STAGE IMPULSE.
 Ahead ONE Direct coupled, single reduction geared } propelling shafts. No. of primary pinions to each set of reduction gearing
 Astern 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;
 Applying power for driving ONE Direct coupled, single or double reduction geared to } propelling shafts.
 Kilowatts Volts at revolutions per minute.

BINE DING.	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 1/8"	34"										
"	1 1/4"	34 1/8"										
"	1 5/8"	35 1/4"										
"	7/8"	42 1/2"										
"	1 3/8"	43 1/2"										
"	2 1/8"	45 1/2"										
"	2 1/2"	47"										
"	5 1/2"	40 1/2"										
"	9"	56"										

H.P. 1396 Revolutions per minute, at full power, of ONE Turbine Shaft
 H.P. 3715 1st reduction wheel
 L.P. 90 main shaft
 H.P. 5' 9" 10" Pitch Circle Diameter
 I.P. 1st pinion... 1st reduction wheel... Width of Face 1st reduction wheel...
 L.P. 2nd pinion... main wheel... 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
 Internal 1st { } 2nd { }
 Generator Shaft, diameter at bearings 10"
 Propelling Motor Shaft, diameter at bearings 17 1/4"
 Thrust Shaft, diameter at collars as per rule 17.385
 as fitted 18-17 1/2" @ COUPLING

Intermediate Shafts, diameter as per rule 16 1/2"
 as fitted 16 7/8"
 Screw Shaft, diameter as per rule 18 1/8"
 as fitted 18 5/8"
 Is the tube screw shaft fitted with a continuous liner { }
 as per rule .65 Is the after end of the liner made watertight in the
 as fitted 1" C.L. ✓
 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
 Length of Bearing in Stern Bush next to and supporting propeller 7'-3"

Propeller, diameter 19'-5" Pitch 17'-6" No. of Blades 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 I.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"
 How driven TURBINE STEAD.
2-BILGE @ 175 G.P.M. 1-GEN. SER. @ 450 G.P.M.
 How driven ELECT. MOTOR ELECT. MOTOR

Bilge Pumps, No. and size 1 @ 10" x 7 1/2" x 10" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size 2-VERT. ROTARY - 600 G.P.M.
 Are there 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 10 @ 3" - 2 @ 4" In Pump Room
 Holds, &c. 2-1" EJECTORS - CHAIN LOCKER - 2" EJECTOR - FOR PUMP ROOM { ONE 10" x 7 1/2" x 10" BILGE PUMP DUPLEX
2 1/2" SUCTION (AS) IN STERN - 2 1/2" P.V.S. PUMP ROOM.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 18" DIA. Independent Power Pump Direct Suctions to the Engine Room
2 @ 4" 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 they fitted with Valves or Cocks. VALVES
 Are all Sea Connections fitted direct on the skin of the ship. YES Are the Overboard Discharges above or below the deep water
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. YES 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. YES How are they protected. ✓
 Covering plate. NO What pipes pass through the bunkers. 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
 Are 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 FLOOR LEVEL

BOILERS, &c.—(Letter for record.....) Total Heating Surface of Boilers..... 11354 ϕ ✓
 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 } 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..... YES Main Boilers..... YES Auxiliary Boilers..... YES Donkey Boilers..... YES
 (If not, state date of approval)
 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,

Dates of Survey while building { During progress of work in shops - - } BUILT UNDER AMERICAN BUREAU REQUIREMENTS.
 { 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 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.) This machinery was built under the supervision of the American Bureau of Shipping - U.S. Coast Guards
 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 prop shaft
 2 N.T.B. 500 lbs (SPT 464 lbs) F.D.
 H.S. 11354 ϕ
 M.H. 1486.

The amount of Entry Fee	£	:	When applied for.
Special	£	See Rep: 9.	19
Donkey Boiler Fee	£	:	When received.
Travelling Expenses (if any)	£	:	19

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



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

Committee's Minute..... FRI. 6 MAY 1949
 Assigned..... See minute on Rep: 5