





|  |     |     |
|--|-----|-----|
| Material of rims, state nominal composition        | ... | ... |
| lbs.   |     |     |
| Tensile strength, tons per sq. in./kg. per sq. mm. | ... | ... |
| Diameter of shaft at bearings, inches/mm.          | ... | ... |
| Material of shaft                                  | ... | ... |
| lbs.   |     |     |
| Tensile strength, tons per sq. in./kg. per sq. mm. | ... | ... |

| PRIMARY      |                |            | MAIN       |
|--------------|----------------|------------|------------|
| HP           | XXX            | LP         |            |
| Steel EC-2 ✓ | (Carbon steel) | Steel EC-2 | Steel EC   |
| 85,000 psi   |                | 85,000 psi | 80,000 psi |
| 11.987" K    |                | 11.987" ✓  | 23.976" ✓  |
| Steel DA     |                | Steel DA   | Steel DA   |
| 75,000 psi ✓ |                | 75,000 psi | 75,000 psi |

Have wheels been statically balanced? Yes Are wheel bodies of cast or welded construction? Welded Steel  
Are wheel bodies connected to the shafts by bolts? No. Taper fit, keys Material of wheel bodies  
Are rims shrunk on, or bolted to bodies, or attached by welding? Welded Are radial or axial dowels fitted? No  
If shrunk, has the shrinkage allowance been checked and found as approved? How were the teeth cut? Hobbed  
If hobbed, name and serial no. of hobbing machine 1st Red. G&E. 160H Ser. 111-316516  
2nd Red. DeLaval 200 Ser. 237000 What post-hobbing process was applied? Shaving  
Name and serial no. of machine used for finishing process 1st Red. Nat. Broach 36" If teeth are surface hardened, state  
method 2nd Red. DeLaval 388 Were teeth cut under conditions of temperature control? Yes  
Is gearcase of cast or welded construction? Welded If welded, has it been stress relieved? Yes Have trammels or other  
means been supplied for verifying that gearcase is free from distortion when secured in ship? Yes Diameter of shaft  
at thrust collar 2 1/4" Has gearing been run under load in the shop and the tooth contact found satisfactory? Yes  
What is the backlash? (state whether measured circumferentially or normal to the teeth) 1st Red. H.P. & L.P. .020" Circumferentially  
2nd Red. .026" Circumferentially If undulation records were taken, state maximum height from crest to trough  
and wave length, pinions 2nd Red. H.P. .000078" W.L. .630"; 2nd Red. L.P. .000116" W.L. .630"; 1st Red. H.P.  
W.L. .230"; 1st Red. L.P. .000156" W.L. .390" wheels 2nd Red. .000010" W.L. 2.110"; 1st Red. H.P.  
.000078" W.L. .530"; 1st Red. L.P. .000116" W.L. .490"  
Maximum adjacent pitch error normal to teeth, if measured, pinions 2nd Red. H.P. .00005" L.P. .0001"; 1st Red. H.P. .0001" L.P.  
wheels 2nd Red. .0002"; 1st Red. H.P. .0001" L.P. .0001" Date of approval of plans April 23, 1958  
If gearing is a duplicate of a previous case, state name of ship S.S. "GEORGE L. PARKHURST" (S.O. 652030)  
The foregoing description of reduction gearing is correct.

**GENERAL REMARKS**

*State if the gearing has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship. This report should be forwarded to the Head Office with the First Entry report on the machinery. When gearing is made at a Port other than the Port of installation, the Surveyors at the former should send this report to the Surveyors at the Port of installation as soon as possible after completion of the gearing. The latter should complete the Declaration below and send the report to the Head Office with their First Entry report on the machinery.*

This gearing has been constructed under Special Survey in accordance with the Rules, approved plans and Secretary's letters. The materials and workmanship are good and the gearing suitable for installation in a vessel intended to be classed with this Society.

Survey fee \$133.00 Bedplate stamped LLOYDS PHL 9059 D.J.A.

|               |       |
|---------------|-------|
| Expenses..... | 22.00 |
|---------------|-------|

Date when a/c rendered May 23, 1961

Engineer Surveyor to Lloyd's Register of Shipping

| IDENTIFICATION MARKS   |                      |                 |   |
|------------------------|----------------------|-----------------|---|
| PRIMARY PINIONS        | H.P. LL PHL 7341     | 12.60 R.K.      | L.P. LL CLV 6663 9.9.60 R.S.H.              |
| PRIMARY QUILL SHAFTS   | H.P. LL PHL 3732     | 27.6.60 C.J.H.  | L.P. LL PHL 7340 25.11.60 R.K.              |
| SECONDARY PINIONS      | H.P. LL PBG 5488     | 14.11.60 J.M.G. | L.P. LL PBG 5489 14.11.60 J.M.G.            |
| SECONDARY QUILL SHAFTS | Hub LL PHL 7332      | 14.10.60 R.K.   | Hub LL PHL 7327 14.10.60 R.K.               |
| FLEXIBLE COUPLINGS     | H.P. Slv LL PHL 7326 | 14.10.60 R.K.   | L.P. Slv LL PHL 7319 14.10.60 R.K.          |
| PRIMARY WHEEL RIMS     | H.P. LL PBG 5472     | 27.5.60 J.M.G.  | L.P. LL PBG. 5473 27.5.60 J.M.G.            |
| PRIMARY WHEEL SHAFTS   | H.P. LL PBG 5490     | 10.3.60 J.M.G.  | L.P. LL PBG 5491 10.3.60 J.M.G.             |
| MAIN WHEEL RIM         | LL PHL 7303          | 25.5.60 R.K.    | MAIN WHEEL SHAFT LL PBG 5492 10.3.60 J.M.G. |

DECLARATION TO BE COMPLETED AND SIGNED BY THE COMMANDER OF THE VESSEL

The above reduction gearing has been fitted on board the S/S ASA V. CALL at UDDEVALLA  
in a proper manner and found satisfactory when tested on the (date) 27-28/3-5-6/4/2 under full-power working conditions for 36  
hours and when examined subsequently.

*[Signature]*

DATE OF COMMITTEE.....FRIDAY 25 MAY 1962.....

DECISION *In Reply, Gov 27564*

Engineer Surveyor to Lloyd's Register of Shipping

Is an emergency supply of oil automatically available as per Rule?..... Is an alarm device fitted to give warning of failure or reduction of the oil supply from the pumps?..... No. of oil coolers.....

Are duplex strainers/filters fitted on the suction/pressure side of the pumps?.....

Are they of magnetic type?.....

**FEED SYSTEM.** Are all boilers provided with two separate means of feed?..... No. of pressure feed heaters.....

Temperature of feed water at admission to boilers..... No. of duplex feed filters: suction..... pressure..... No. of feed water evaporators.....

Capacity of each in tons/hour..... Is feed water distilled from fresh water carried on board, or sea water?.....

Is the feed water single or double distilled?..... Is the feed system closed?.....

No. of condensers: main..... aux..... Cooling surface of main condensers.....

Material specification of condenser tubes..... No. of air ejectors, main..... aux.....

[illegible]

**BILGE SUCTIONS.** No. and size in each hold, deep tank or pump room.

No. and size connected to main bilge line in main engine room.

in aux. engine room..... in boiler room..... in tunnel.....

Size and position of direct bilge suctions in machinery spaces..

Size and position of emergency bilge suction in machinery spaces..... Are all bilge suction valves of non-return type?..... Is the bilge or ballast system fitted with means for separating oily water on the overhead tank?.....

Do the pumping arrangements comply with the Rules, including special requirements for oil tankers, ships carrying cargo oil, or classed for navigation in ice Class 1, 2 or 3? (Strike out words not applicable) .....

[illegible]

If electric current is used for *essential* services at sea, state the minimum No. and capacity of generators required in order that the ship may operate at sea

**STEERING GEAR.** (State type, also No. of steam engines, electric motors, hydraulic pumps and other particulars, including particulars of the alternative means of steering) .....



AIR COMPRESSORS AND RECEIVERS FOR ESSENTIAL SERVICES. (State purpose, capacity, prime mover, position in ship, Port and No. of Certificate)

Have the Rules for fire extinguishing arrangements been complied with? Brief description of arrangements

Has the spare gear required by the Rules been supplied? Has all the machinery been tried under full working conditions and found satisfactory?

Has the manœuvring of the main engines been tried and found satisfactory? Date and duration of full-power sea trials of main engines

Does this machinery installation contain any features of a novel or experimental nature? (State particulars)

Date of approval of plans for: Main boilers Auxiliary boilers Donkey boilers

Superheaters Economisers Steam heated steam generators Main steam pipes

Shafting Pumping and piping arrangements

Separate oil fuel tanks Propeller (including spare if supplied)

If the installation is a duplicate of a previous case, state name of ship S.S. "GEORGE L. PARKHURST" (S.O. 652030)

The foregoing description of the main engines and installation is correct and the particulars are as approved for torsional vibration characteristics. (Strike out words not applicable.)

DE LAVAL STEAM TURBINE COMPANY  
H. G. Bauer, Executive Vice President

Engine Builder

GENERAL REMARKS. (State if machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification, the circumstances should be explained as fully as possible.)

These turbines have been constructed under special survey in accordance with the Rules, approved plans and Secretary's letter. The materials and workmanship are good and the turbines suitable for installation in a vessel intended to be classed with this Society.

Bedplates stamped LLOYDS PHL 9059 D.J.A.

S. J. Archibald  
Engine Surveyor to Lloyd's Register of Shipping

PARTICULARS OF IDENTIFICATION MARKS (including port of origin) of important Forgings and Castings. Copies of certificates to be forwarded with report.

|                    |   |  |
|--------------------|---|--|
| Turbine Rotors     | H.P. LL PHL 1934 19.5.60 E.P.W.             | L.P. LL PBG 5482 10.3.60 J.M.G.                                  |
| Turbine Casings    | H.P. LL PHL 9047 18.3.61 D.J.A.             | L.P. (LL PHL 3824 21.10.60 C.J.H.<br>(LL PHL 3801 23.9.60 C.J.H. |
| Flexible Couplings | H.P. LL PHL 7320 14.10.60 R.K.              | L.P. LL PHL 7325 14.10.60 R.K.                                   |
| Thrust Shaft       | LL PBG 5493 10.3.60 J.M.G.<br>1.5.61 D.J.A. | Intermediate Shafts  |

Screw and Tube Shafts Propellers

Other important items

#### DATES OF EXAMINATION OF PRINCIPAL PARTS.

Casings 19.4.61 Rotors 19.4.61  
Flexible Couplings 19.4.61 Alignment of Turbines and Gearing

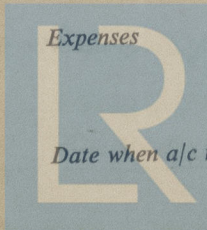
Alignment of Straight Shafting Boiler Supports Fitting of Sterntube

Fitting of Propeller Completion of Sea Connections Testing of Pumping Arrangements

Oil Fuel Lines Steering Machinery Windlass

Date of Committee NEW YORK JUN 21 1961 Special Survey Fee \$649.00

Decision Transmitted to London



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Date when a/c rendered May 23, 1961

Lloyd's Register  
Foundation