

Report on Steam Turbine Machinery.

No. 105788

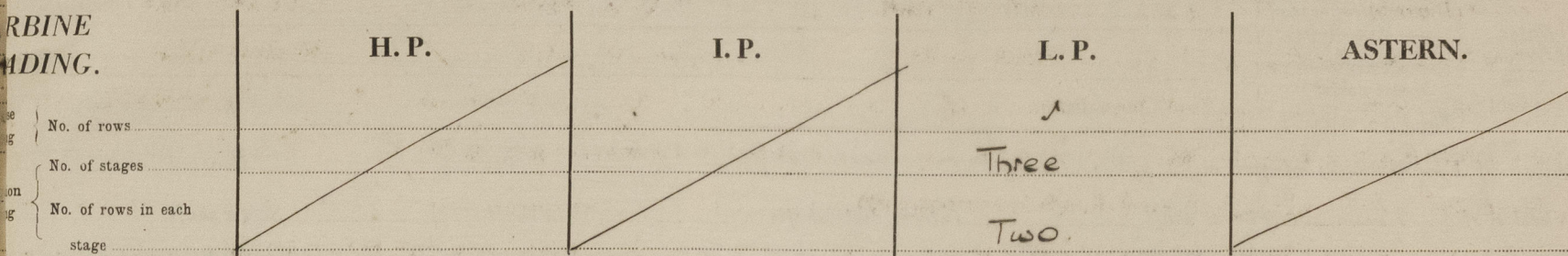
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of writing Report 19 When handed in at Local Office 29 DEC 1918 Port of NEWCASTLE-on-TYNE
 Survey held at HEBBURN ON TYNE Date, First Survey 30/12/17 Last Survey 26/11/18 19
 Book
 on the "STANROYAL"
 at HAMBURG By whom built DEUTSCHE SCHIFF- u- MASCH. A.G. VULCAN. Hard No. ✓ When built 1929
 ines made at HAMBURG By whom made VULCAN WERKE Engine No. ✓ When made 1929
 ers made at HAMBURG By whom made VULCAN WERKE Boiler No. ✓ When made 1929
 L.P. EXH. TURBINE
 ft Horse Power at Full Power 1,000 Owners STANHOPE S.S. CO. LD. Port belonging to
 u. Horse Power as per Rule 1430 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 le for which Vessel is intended

AM TURBINE ENGINES, &c.—Description of Engines L.P. Exhaust Turbine, DR Gearing with Hydraulic Clutch.

Ahead. One Direct coupled, single reduction geared to Main propelling shafts. No. of primary pinions to each set of reduction gearing One
 of Turbines Astern ✓ double reduction geared
 t coupled to Alternating Current Generator phase periods per second rated Kilowatts Volts at revolutions per minute;
 supplying power for driving Propelling Motors, Type Direct Current Generator
 t Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.



ft Horse Power at each turbine H.P. ✓ I.P. ✓ L.P. 1000
 or Shaft diameter at journals H.P. ✓ I.P. ✓ L.P. 6 9/64" Pitch Circle Diameter 1st pinion 9 25/32" 1st reduction wheel 74 21/32" main wheel 109" 2nd pinion 16 43/64" 1st reduction wheel 11" main wheel 23 5/8" + 10 1/4" 2nd pinion 20 5/8" main wheel 22"

ance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion 11" 1st reduction wheel 23 5/8" + 10 1/4" 2nd pinion 20 5/8" main wheel 22"

Pinion Shafts, diameter at bearings 1st 2nd diameter at bottom of pinion teeth 1st 2nd
 Generator Shaft, diameter at bearings
 Propelling Motor Shaft, diameter at bearings
 Thrust Shaft, diameter at collars
 Is the tube screw shaft fitted with a continuous liner

Size 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
 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
 no 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

It If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 peller, diameter Pitch No. of Bades State whether Moveable Total Developed Surface 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

denser No. of Turbines fitted with astern wheels Feed Pumps No. and size How driven

aps connected to the Main Bilge Line No. and size How driven

ast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
 e Pumps, No. and size:—In Engine and Boiler Room In Pump Room

olds, &c. in Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room
 es, No. and size Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

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
 all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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
 ring plate What pipes pass through the bunkers How are they protected

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

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
 es, 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
 orced Draft fitted No. and Description of Boilers Working Pressure

Report on Main Boilers now forwarded?

Is { a Donkey Boiler fitted? 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. 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.

The foregoing is a correct description,

Manufacture

Dates of Survey while building { During progress of work in shops - -
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 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
; Chemical analysis.

If Pinion Shafts are made of special steel state date of approval of chemical analysis, 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.) The L.P. Exhaust Turbine was originally fitted in Germany to Germanischer Lloyd class in 1929 and has at this time been opened out, reconditioned with a view to classification, and is in my opinion eligible, and in satisfactory condition to be incorporated in the LMC 11.48 record.

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)
Committee's Minute

Assigned

FRI 4 MAR 1949

See minute on file rpt.

Engineer Surveyor to Lloyd's Register of Shipping.



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