

pt. 4a.

REPORT ON STEAM TURBINE MACHINERY.

No. 97250

MAR -9 1939

Date of writing Report 19 When handed in at Local Office 7/31/39 Port of Newcastle on Tyne
No. in Survey held at Wallsend Date, First Survey 7th March Last Survey 4th March 1939
Reg. Book. on the Steamer "SILVER LAUREL"
Built at Sunderland By whom built J.L. Thompson & Sons. Ltd. Yard No. 588. When built 1939.
Engines made at Wallsend By whom made Wallsend Slipway & Eng. Co. Ltd. Engine No. 932. When made 1939.
Boilers made at Wallsend By whom made Wallsend Slipway & Eng. Co. Ltd. Boiler No. 932. When made 1939.
Shaft Horse Power at Full Power 4550. Owners Silver Line Limited Port belonging to London
Nom. Horse Power as per Rule 877 Is Refrigerating Machinery fitted for cargo purposes yes. Is Electric Light fitted yes.
Trade for which Vessel is intended

TEAM TURBINE ENGINES, &c.—Description of Engines

No. of Turbines 3. Ahead. Direct coupled, Single reduction geared. to one propelling shafts. No. of primary pinions to each set of reduction gearing one (To H.P.)
Aster. H.P. double reduction geared.
direct coupled to Alternating Current Generator — phase — periods per second — rated — Kilowatts — Volts at — revolutions per minute;
for supplying power for driving — Propelling Motors, Type —
rated — Kilowatts — Volts at — revolutions per minute. Direct coupled, single or double reduction geared to — propelling shafts.

TURBINE LOADING.	H.P. Impulse			I.P. Reaction			L.P. Reaction			ASTERN. Impulse		
	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	17/32"	20 7/32"	1.	1 1/2"	23"	11.	2 7/8"	3-4 3/4"	3.	(H.P. in L.P. Casing)		
2ND	1 1/4"	20 1/16"	1.	1 3/16"	23 5/8"	10.	3 5/8"	3-6 1/4"	3.	1 1/2"	3-6 3/32"	1.
3RD	9/16"	18 3/8"	1.	2 1/4"	24 1/2"	9.	4 3/16"	3-7 3/8"	2.	7/8"	3-7 3/32"	1.
4TH	9/16"	18 5/32"	1.	2 3/4"	25 1/2"	9.	5"	3-9"	2.	1 1/2"	3-7 13/16"	1.
5TH	4/32"	18 7/8"	1.	3 5/8"	27 1/4"	8.	6"	3-11"	1.			
6TH	5/8"	19 9/32"	1.	4 7/16"	28 7/8"	7.	6 1/4"	3-11 1/2"	1.	L.P.		
7TH	21/32"	19 1/16"	1.				7 1/4"	4-1 1/2"	2.	1 5/16"	4-5 1/2"	
8TH	23/32"	20 1/8"	1.				8"	4-3"	3.	2 3/8"	4-6 1/16"	
9TH	25/32"	20 9/16"	1.							2 1/16"	4-6 3/8"	
0TH										3 5/8"	4-8"	
1TH												
2TH												

Shaft Horse Power at each turbine { H.P. 1510 ✓
I.P. 1520 ✓
L.P. 1520 ✓
Revolutions per minute, at full power, of each Turbine Shaft { H.P. 5000 ✓
I.P. 2200 ✓
L.P. 2200 ✓
HP 1st reduction wheel 2200
main shaft 110

Rotor Shaft diameter at journals { H.P. 4" ✓
I.P. 6 1/2" ✓
L.P. 7 1/2" ✓
Pitch Circle Diameter { H.P. pinion 6.6415" ✓
I.P. pinion 6.8558" ✓
L.P. pinion 6.8558" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { H.P. 4" ✓
I.P. 4" ✓
L.P. 4" ✓
H.P. pinion 14.9970" ✓
I.P. pinion 14.9970" ✓
L.P. pinion 14.9970" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Flexible Pinion Shafts, diameter { 1st —
2nd —
Pinion Shafts, diameter at bearings { External 1st —
Internal 1st —
2nd —
H.P. 4 1/2" ✓
I.P. 4 1/2" ✓
L.P. 4 1/2" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Wheel Shafts, diameter at bearings { main 16" ✓
as per rule —
as fitted —
H.P. 4 1/2" ✓
I.P. 4 1/2" ✓
L.P. 4 1/2" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Intermediate Shafts, diameter { as per rule —
as fitted —
H.P. 4 1/2" ✓
I.P. 4 1/2" ✓
L.P. 4 1/2" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Tube Shaft, diameter { as per rule —
as fitted —
H.P. 4 1/2" ✓
I.P. 4 1/2" ✓
L.P. 4 1/2" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

Bronze Liners, thickness in way of bushes { as per rule —
as fitted —
H.P. 4 1/2" ✓
I.P. 4 1/2" ✓
L.P. 4 1/2" ✓
H.P. reduction wheel 14.9970" ✓
I.P. main wheel 136.9012" ✓
L.P. 1st pinion 13 1/2" ✓
H.P. main wheel 13 3/4" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0" ✓
H.P. reduction wheel 13 3/4" ✓
H.P. main wheel 3'-0 3/4" ✓

propeller boss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length.
If 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. If so, state type (11-8 3/4" x 6 13-8")
If 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. Length of Bearing in Stern Bush next to and supporting propeller 67".
Propeller, diameter 17'-0" Pitch 1. No. of Blades 4. State whether Moveable. Total Developed Surface 93 square feet.
If Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine. Can the H.P. or I.P. Turbine exhaust direct to the Condenser. No. of Turbines fitted with astern wheels 2. Feed Pumps { No. and size 2-9 1/2" x 10" ✓
How driven Steam ✓
No. and size 1-6 1/2" x 15" ✓
How driven Steam ✓

Pumps connected to the Main Bilge Line { No. and size 2-9 1/2" x 10" ✓
How driven Steam ✓
No. and size 1-6 1/2" x 15" ✓
How driven Steam ✓

Ballast Pumps, No. and size 1-9 1/2" x 10" ✓
Lubricating Oil Pumps, including Spare Pump, No. and size 2-9 1/2" x 18" ✓
Are two independent means arranged for circulating water through the Oil Cooler. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine and Boiler Room 2 P.T.S. For 1 P.T.S. aft 3"; 1 in cofferdam 2" Thrust 2" In Pump Room —
In Holds, &c. F. Peak 4" N°1-3" N°2-3 1/2" N°3-3" N°4-3" N°5-3" N°6-3" N°7-3" N°8-3" N°9-3" N°10-3" N°11-3" N°12-3" N°13-3" N°14-3" N°15-3" N°16-3" N°17-3" N°18-3" N°19-3" N°20-3" N°21-3" N°22-3" N°23-3" N°24-3" N°25-3" N°26-3" N°27-3" N°28-3" N°29-3" N°30-3" N°31-3" N°32-3" N°33-3" N°34-3" N°35-3" N°36-3" N°37-3" N°38-3" N°39-3" N°40-3" N°41-3" N°42-3" N°43-3" N°44-3" N°45-3" N°46-3" N°47-3" N°48-3" N°49-3" N°50-3" N°51-3" N°52-3" N°53-3" N°54-3" N°55-3" N°56-3" N°57-3" N°58-3" N°59-3" N°60-3" N°61-3" N°62-3" N°63-3" N°64-3" N°65-3" N°66-3" N°67-3" N°68-3" N°69-3" N°70-3" N°71-3" N°72-3" N°73-3" N°74-3" N°75-3" N°76-3" N°77-3" N°78-3" N°79-3" N°80-3" N°81-3" N°82-3" N°83-3" N°84-3" N°85-3" N°86-3" N°87-3" N°88-3" N°89-3" N°90-3" N°91-3" N°92-3" N°93-3" N°94-3" N°95-3" N°96-3" N°97-3" N°98-3" N°99-3" N°100-3" N°101-3" N°102-3" N°103-3" N°104-3" N°105-3" N°106-3" N°107-3" N°108-3" N°109-3" N°110-3" N°111-3" N°112-3" N°113-3" N°114-3" N°115-3" N°116-3" N°117-3" N°118-3" N°119-3" N°120-3" N°121-3" 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BOILERS, &c.—(Letter for record *2 W.T.B.*) Total Heating Surface of Boilers *6090 sq. ft.*
Is Forced Draft fitted *yes* No. and Description of Boilers *Two Yarrow Type W.T.* Working Pressure *450 lbs*
Is a Report on Main Boilers now forwarded? *Yes*
Is *a Donkey* Boiler fitted? *Two Cochran Type* If so, is a report now forwarded? *Yes*
Is the donkey boiler intended to be used for domestic purposes only *no*
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 *yes*
State the principal additional spare gear supplied *See attached list.*

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

J. W. Phetson.

DIRECTOR.

The foregoing is a correct description,

1938
Dates of Survey while building { During progress of work in shops -- *Mar 7, 16, 23, 31, Apr 25, May 5, 10, 13, 16, 17, 18, 20, 26, 27, June 2, 7, 8, 17, 27, 29, July 6, 7, 13, 18, 20, 21, 22, 25, 26, 27, Aug 2, 3, 4, 5, 8, 10, 11, 15, 16, 17, 18, 23, 24, 26, Sep 5, 6, 7, 9, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, Oct 4, 6, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 31, Nov 1, 2, 3, 4, 7, 8, 10, 11, 14, 15, 17, 18, 21, 22, 23, 24, 25, 28, 29, 30, Dec 1, 2, 5, 6, 7, 8, 12, 13, 14, 15, 16, 19, 20, 21, 22, 1939 Jan 5, 9, 10, 11, 13, 16, 17, 24, 25, 31, Feb 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, Mar 1, 2, 4, 14, 1939*
During erection on board vessel --
Total No. of visits *149*
Dates of Examination of principal parts—Casings *LP 27-9-38, 17-10-38* Rotors *14-11-38* Blading *LP 19-10-38* Gearing *14-11-38*
Wheel shaft *14-11-38* Thrust shaft *23-9-38* Intermediate shafts *6-23-9-38* Tube shaft *—* Screw shaft *23-9-38*
Propeller *23-9-38* Stern tube *16-9-38* Engine and boiler seatings *9.1.39* Engine holding down bolts *8.2.39*
Completion of fitting sea connections *8-12-38* Completion of pumping arrangements *2.3.39* Boilers fired *16.1.39* Engines tried under steam *24.2.39*
Main boiler safety valves adjusted *Saturated steam 455 lbs Superheat 40 lbs* Thickness of adjusting washers *Port 5/16" 3/8" 7/16" Starb 1/2" 3/4" 7/8"*
Rotor shaft, Material and tensile strength *Siemens Martin Steel H. 35.7 tons: L.P. 34.3 tons: L.P. 34.5 tons* Identification Mark *LLOYDS N° 932, 14-11-38*
Pinion shaft, Material and tensile strength *nickel steel I.P. 45.5 tons: L.P. 41.0 tons* Identification Mark *LLOYDS N° 932, 14-11-38*
H. Pinion shaft, Material and tensile strength *nickel steel 46.5 tons* Identification Mark *LLOYDS N° 932, 14-11-38*
H. 1st Reduction Wheel Shaft, Material and tensile strength *Siemens Martin Steel 31.3 tons* Identification Mark *LLOYDS N° 932, 14-11-38*
Wheel shaft, Material *Steel* Identification Mark *30-11-38, J.E.S. Thrust shaft, Material Steel Identification Mark 23-9-38 J.E.S.*
Intermediate shafts, Material *Steel* Identification Marks *6-23-9-38, J.E.S. Tube shaft, Material Steel Identification Marks —*
Screw shaft, Material *Steel* Identification Marks *LLOYDS N° 932, 23-9-38 J.E.S. Steam Pipes, Material Steel Test pressure 1200 lbs*
Date of test *10.11.24/39, 2.6.39, 13.14.15.16.20.21.22/39* Is an installation fitted for burning oil fuel *Yes*
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 *yes* If so, have the requirements of the Rules been complied with *yes*
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 *no* If so, state name of vessel *—*

General Remarks (State quality of workmanship, opinions as to class, &c.) *This machinery has been built under Special Survey and in accordance with the Rules and approved plans, the materials and workmanship are good, after erection in the works it was tried under steam and found satisfactory in all respects. The machinery has been fitted on board in accordance with the Requirements of the Rules & found satisfactory under full working conditions. The machinery is eligible in my opinion to have the Record + LMC 3.39. CL. Fitted for oil fuel 3.39 FP above 150°F.*

The amount of Entry Fee ... £ *6 : 0* :
Special ... £ *118 : 17* :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, *7 MAR 1939*
When received, *15. 4 19 39*

Committee's Minute

Assigned *+ Lmb 3.39*
Intt for oil fuel 3.39
FP above 150°F
2 W.T.B. - 450 lbs



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