

REPORT ON STEAM TURBINE MACHINERY.

30 DEC 1936

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Report of writing Report 22nd Feb. 1936 When handed in at Local Office 19 Port of BREMEN
 in Survey held at WESERMÜNDE - BREMEN Date, First Survey 25th June 36 Last Survey 8th Dec 1936
 Leg. Book. 5529 on the STEEL SC. TRAWLER - NORTHERN ISLES (Number of Visits 14)
 Tons } Gross 655
 Net 243
 Built at WESERMÜNDE By whom built DESCHIMAG, WERK: SEEBECK Yard No. 569 When built 1936
 Engines made at BREMEN By whom made DESCHIMAG, WERK: A.G. WESER Engine No. DT. 846 When made 1936
 Boiler made at WESERMÜNDE By whom made DESCHIMAG, WERK: SEEBECK Boiler No. 774 When made 1936
 Shaft Horse Power at Full Power 313 Owners MAC LINE LTD. Port belonging to LONDON
 Nom. Horse Power as per Rule 167 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended FISHING

STEAM TURBINE ENGINES, &c. — Description of Engines L.P. TURBINE, DOUBLE REDUCTION GEARED, WITH HYDRAULIC COUPLING

No. of Turbines 1 Ahead 1 Direct coupled, single reduction geared } to 1 propelling shafts. No. of primary pinions to each set of reduction gearing 1
 Astern 1 double reduction geared }
 Direct coupled to { Alternating Current Generator 1 phase 3 periods per second } rated 1 Kilowatts 1 Volts at 1 revolutions per minute;
 or supplying power for driving 1 Propelling Motors, Type 1
 rated 1 Kilowatts 1 Volts at 1 revolutions per minute. Direct coupled, single or double reduction geared to 1 propelling shafts.

	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.
1 ST EXPANSION							35.2	470.2	1			
2 ND							49.	498.	1			
3 RD							63.	526.	1			
4 TH							77.	554.	1			
5 TH							94.	588.	1			
6 TH							112.	624.	1			
7 TH												
8 TH												
9 TH												
10 TH												
11 TH												
12 TH												

Shaft Horse Power at each turbine { H.P. 1
 I.P. 1
 L.P. 313 }
 Revolutions per minute, at full power, of each Turbine Shaft { H.P. 1
 I.P. 1
 L.P. 6066 }
 1st reduction wheel 704/675
 main shaft 116

Rotor Shaft diameter at journals { H.P. 1
 I.P. 1
 L.P. 100.2 }
 Pitch Circle Diameter { 1st pinion 124.28.2 1st reduction wheel 1077.1.2 Width of Face { 1st reduction wheel 110.2
 2nd pinion 202.52. main wheel 1178.32.2 } main wheel 340.2 ✓

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 112.2 1st reduction wheel 1
 2nd pinion 268.585.2 main wheel 380.2 450.2 ✓

Flexible Pinion Shafts, diameter { 1st 100.2 2nd 180.2 }
 Pinion Shafts, diameter at bearings { External 1st 100.2 2nd 180.2 }
 Internal 1st 100.2 2nd 180.2 } diameter at bottom of pinion teeth { 1st 114.57.2
 2nd 192.82.2 }

Wheel Shafts, diameter at bearings { 1st 210.2 2nd 210.2 }
 diameter at wheel shroud, { 1st 210.2 2nd 210.2 }
 Generator Shaft, diameter at bearings 217.2
 Propelling Motor Shaft, diameter at bearings 220.2 ✓

Intermediate Shafts, diameter { as per rule 210.2 as fitted 220.2 }
 Thrust Shaft, diameter at collars { as per rule 217.2 as fitted 220.2 } ✓

Tube Shaft, diameter { as per rule 210.2 as fitted 220.2 }
 Screw Shaft, diameter { as per rule 210.2 as fitted 220.2 }
 Is the { tube 1 screw 1 } shaft fitted with a continuous liner { 1 }

Bronze Liners, thickness in way of bushes { as per rule 1 as fitted 1 }
 Thickness between bushes { as per rule 1 as fitted 1 }
 Is the after end of the liner made watertight in the propeller boss 1
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 1
 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 1
 If two liners are fitted, is the shaft lapped or protected between the liners 1
 Is an approved Oil Gland or other appliance fitted at the after end of the tube 1
 Length of Bearing in Stern Bush next to and supporting propeller 1
 If so, state type 1

Propeller, diameter 1 Pitch 1 No. of Blades 1 State whether Moveable 1 Total Developed Surface 1 square feet.
 If Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine 1 Can the H.P. or I.P. Turbine exhaust direct to the 1

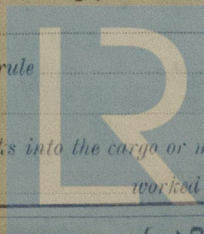
Condenser No. of Turbines fitted with astern wheels 1 Feed Pumps { No. and size 1
 How driven 1 }

Pumps connected to the Main Bilge Line { No. and size 1
 How driven 1 }

Ballast Pumps, No. and size 1 Lubricating Oil Pumps, including Spare Pump, No. and size 1
 Are two independent means arranged for circulating water through the Oil Cooler 1 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine and Boiler Room 1
 In Holds, &c. 1 In Pump Room 1

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 Independent Power Pump Direct Suctions to the Engine Room 1
 Bilges, No. and size 1 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 1
 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 1
 Are all Sea Connections fitted direct on the skin of the ship 1 Are they fitted with Valves or Cocks 1
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates 1 Are the Overboard Discharges above or below the deep water line 1
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel 1 Are the Blow Off Cocks fitted with a spigot and brass covering plate 1
 What pipes pass through the bunkers 1 How are they protected 1
 What pipes pass through the deep tanks 1 Have they been tested as per rule 1

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times 1
 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 spaces, or from one compartment to another 1 Is the Shaft Tunnel watertight 1 Is it fitted with a watertight door 1



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