

REPORT ON STEAM TURBINE MACHINERY.

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Port of Rotterdam

No. in Survey held at Rotterdam Reg. Book.

Date, First Survey 16-1-34 Last Survey 20-4-1934

(Number of Visits 18)

on the Exhaust steam turbine SS. MEERKERK

Tons { Gross Net

built at Vegerack By whom built Bremer Vulkan Yard No. When built 1916

Engines made at By whom made Engine No. When made 1916

Boilers made at By whom made Boiler No. When made

Shaft Horse Power at Full Power Owners Port belonging to

Tom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

STEAM TURBINE ENGINES, &c.—Description of Engines Exhaust steam turbine (Bauer system)

Direct coupled, single or double reduction geared to propelling shafts. No. of primary pinions to each set of reduction gearing direct coupled to phase periods per second, Alternating Current Generator rated Kilowatts Volts at revolutions per minute; for supplying power for driving

Propelling Motors. Propelling Motors, Type Direct coupled, single or double reduction geared to propelling shafts.

PARTICULARS OF TURBINE BLADING.

	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							99	1148	1			
2nd							120	1190	1			
3rd							140	1230	1			
4th							160	1270	1			
5th							185	1320	1			
6th							210	1370	1			
7th							235	1420	1			

Shaft Horse Power 1530 Revolutions per minute, at full power, of Turbine Shaft 2700 1st reduction wheel 416/403

in shaft 44. Pitch Circle Diameter, 1st pinion 180.77 mls 2nd pinion 448.773 1st reduction wheel 1022.71 mls main wheel 1347.42 mls

Width of Face, 1st reduction wheel 340 mls main wheel 680 mls Distance between centres of pinion and wheel faces and the centre of the adjacent bearings,

pinion Asor Fisse 2nd pinion 487 mls 1st reduction wheel Asor Fisse main wheel 590 mls Flexible Pinion Shafts, diameter 1st 2nd

Pinion Shafts, diameter at bearings External 1st 170 2nd 420 diameter at bottom of teeth of pinion 1st 269.77 mls 2nd 432.25 mls

Steel Shafts, diameter at bearings, 1st 500 mls main 575.10 mls diameter at wheel shroud, 1st 440 mls main 575.10 mls

Generator Shafts, diameter at bearings Propelling Motor Shafts, diameter at bearings

in Shafting, diameter of Tunnel Shafting as per rule as fitted 415 mls diameter of Thrust Shafting as per rule as fitted 450 mls

diameter of Screw Shaft as per rule as fitted 465 mls Is the screw shaft fitted with a continuous liner the whole length of the stern tube Is the after end of the liner

Is the liner in more than one length are the joints burned No liner If the liner does not fit tightly at the

between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive If two liners are fitted, is the

It lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently

icated Length of Stern Bush Diameter of Propeller 19'0"

h of Propeller 20'0" No. of Blades 4 State whether Moveable No Total Surface 148.4 square feet. If Single Screw, are

ngements made so that steam can be led direct to the L.P. Turbine, and either the H.P. or I.P. Turbine can exhaust direct to the Condenser

of Turbines fitted with astern wheels Total number of power driven Main and Auxiliary Pumps

and size of Feed Pumps How driven No. and size of Pumps connected to the Main Bilge Line

driven No. and size of Ballast Pumps No. and size of Lubricating Oil Pumps, including

e Pump 2 9'0" x 8'0" Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction

ected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room and in Holds, &c.

and size of Main Water Circulating Pump Bilge Suctions No. and size of Donkey Pump Direct Suctions

e Engine Room Bilges 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 connections with the sea direct on the skin of the ship Are they Valves or Cocks

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Discharge Pipes above or below the deep water line

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 covering plate

pipes are carried through the bunkers How are they protected

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

partment to another Is the Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

TERS, &c.—(Letter for record) Total Heating Surface of Boilers

forced Draft fitted No. and Description of Boilers Working Pressure

Is a Report on Main Boilers now forwarded? ☒

Is a Donkey Boiler fitted? ☒

If so, is a report now forwarded? ☒

Plans. Are approved plans forwarded herewith for Shafting ☒
(If not state date of approval)

Main Boilers ☒

Auxiliary Boilers ☒

Donkey Boilers ☒

Spare Gear. State the articles supplied:— One complete set of bearing bushes for all turbine and gear bearings. One set of internal parts for thrust blocks, a number of turbine blades for each stage. Various coupling etc.
A complete set of spare parts for lubricating oil pumps.
A set of lubricating oil filter elements.

The foregoing is a correct description,

ROTTERDAMSCH E DROOGDOK MAATSCHAPPIJ

Directeur,

Manufacturer.

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits

16/10/30, 1/11/30, 1/12/30, 1/1/31, 1/2/31, 1/3/31, 1/4/31, 1/5/31, 1/6/31, 1/7/31, 1/8/31, 1/9/31, 1/10/31, 1/11/31, 1/12/31, 1/1/32, 1/2/32, 1/3/32, 1/4/32, 1/5/32, 1/6/32, 1/7/32, 1/8/32, 1/9/32, 1/10/32, 1/11/32, 1/12/32, 1/1/33, 1/2/33, 1/3/33, 1/4/33, 1/5/33, 1/6/33, 1/7/33, 1/8/33, 1/9/33, 1/10/33, 1/11/33, 1/12/33, 1/1/34, 1/2/34, 1/3/34, 1/4/34, 1/5/34, 1/6/34, 1/7/34, 1/8/34, 1/9/34, 1/10/34, 1/11/34, 1/12/34, 1/1/35, 1/2/35, 1/3/35, 1/4/35, 1/5/35, 1/6/35, 1/7/35, 1/8/35, 1/9/35, 1/10/35, 1/11/35, 1/12/35, 1/1/36, 1/2/36, 1/3/36, 1/4/36, 1/5/36, 1/6/36, 1/7/36, 1/8/36, 1/9/36, 1/10/36, 1/11/36, 1/12/36, 1/1/37, 1/2/37, 1/3/37, 1/4/37, 1/5/37, 1/6/37, 1/7/37, 1/8/37, 1/9/37, 1/10/37, 1/11/37, 1/12/37, 1/1/38, 1/2/38, 1/3/38, 1/4/38, 1/5/38, 1/6/38, 1/7/38, 1/8/38, 1/9/38, 1/10/38, 1/11/38, 1/12/38, 1/1/39, 1/2/39, 1/3/39, 1/4/39, 1/5/39, 1/6/39, 1/7/39, 1/8/39, 1/9/39, 1/10/39, 1/11/39, 1/12/39, 1/1/40, 1/2/40, 1/3/40, 1/4/40, 1/5/40, 1/6/40, 1/7/40, 1/8/40, 1/9/40, 1/10/40, 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