

REPORT ON STEAM TURBINE MACHINERY.

No 47531

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e of writing Report
in Survey held at Glasgow Date, First Survey 22.2.27 Last Survey 17th Jan. 1928
eg. Book.
no. on the *SS. "Beaufort"* (Number of Visits 86)
Tons { Gross 10042
Net 6060
uilt at Glasgow By whom built *Baird & Sons Ltd* Yard No. 617 When built 1928
gines made at *Waltham* By whom made *Parsons Marine Steam Turbine Co Ltd* Engine No. 241 When made 1928
ilers made at Glasgow By whom made *Baird & Sons Ltd* Boiler No. 6173 When made 1928
aft Horse Power at Full Power 8000 Owners *Canadian Pacific Steamship Co* Port belonging to *London*
m. Horse Power as per Rule 1544 Is Refrigerating Machinery fitted for cargo purposes *Ys* Is Electric Light fitted *Ys*
ade for which Vessel is intended *North Atlantic*

STEAM TURBINE ENGINES, &c.—Description of Engines

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

TURBINE LOADING.	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.
EXPANSION.....												
".....												
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ft Horse Power at each turbine { H.P...... I.P...... L.P...... }
tor Shaft diameter at journals { H.P...... I.P...... L.P...... }
Pitch Circle { 1st pinion..... 1st reduction wheel..... 2nd pinion..... main wheel..... }
Distance between centres of pinion and wheel face and the centre of the adjacent bearings { 1st pinion..... 1st reduction wheel..... 2nd pinion..... main wheel..... }
xible Pinion { 1st..... 2nd..... }
Shafts, diameter { 1st..... 2nd..... }
Pinion Shafts, diameter at bearings { External..... Internal..... }
Generator Shaft, diameter at bearings.....
Propelling Motor Shaft, diameter at bearings.....
Intermediate Shafts, diameter { as per rule..... as fitted..... }
Thrust Shaft, diameter at collars { as per rule..... as fitted..... }
Tube Shaft, diameter { as per rule..... as fitted..... }
ew Shaft, diameter { as per rule..... as fitted..... }
Is the { screw } shaft fitted with a continuous liner { *Ys* }
Bronze Liners, thickness in way of bushes { as per rule..... as fitted..... }
Is the after end of the liner made watertight in the propeller boss { *Ys* }
If the liner is in more than one length are the junctions
by fusion through the whole thickness of the liner { *Ys* }
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a
stic material insoluble in water and non-corrosive { *Ys* }
If two liners are fitted, is the shaft lapped or protected between the liners { *Ys* }
Is an approved Oil Gland
ther appliance fitted at the after end of the tube shaft { *Ys* }
Length of Bearing in Stern Bush next to and supporting propeller { *5-7 1/2* }
eller, diameter { *15-9* } Pitch { *15-6* } No. of Blades { *3* } State whether Moveable { *Ys* } Total Developed Surface { *78* } square feet.
ngle Screw, are arrangements made so that steam can be led direct to the L.P. Turbine { *Ys* }
Can the H.P. or I.P. Turbine exhaust direct to the
nser { No. and size { *2 1/2 18 x 1 1/2 x 24*; *2 1/2 9 1/2 x 7 x 21* }
How driven { *Steam* }
ps connected to the Main Bilge Line { No. and size { *1 1/2 10 x 14 x 15*; *1 1/2 7 x 9 x 8*; *2 1/2 11 x 7 1/2 x 15* }
How driven { *Steam* }
ast Pumps, No. and size { *1 1/2 10 x 14 x 15* }
Lubricating Oil Pumps, including Spare Pump, No. and size { *4 1/2 6 1/2 x 7 x 15* }
wo independent means arranged for circulating water through the Oil Cooler { *Ys* }
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
s, No. and size:—In Engine and Boiler Room { *ER 4 1/2 3 1/2*; *CF 4 1/2 3 1/2*; *BR 4 1/2 3 1/2*; *Duct 1 1/2 2 1/2*; *Sum 2 1/2 2 1/2*; *Sum 2 1/2 2 1/2* }
olds, &c. { *No. 1-2 1/2 3*; *No. 2-2 1/2 3*; *No. 3-2 1/2 4*; *No. 4-2 1/2 3 1/2*; *No. 5-2 1/2 3*; *No. 6-2 1/2 3* }
Water Circulating Pump Direct Bilge Suctions, No. and size { *2 1/2 13* }
Independent Power Pump Direct Suctions to the Engine Room
s, No. and size { *2 1/2 5 1/2* }
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes { *Ys* }
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 { *Ys* }
all Sea Connections fitted direct on the skin of the ship { *Ys* }
Are they fitted with Valves or Cocks { *Both* }
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates { *Ys* }
Are the Overboard Discharges above or below the deep water line { *Below* }
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel { *Ys* }
Are the Blow Off Cocks fitted with a spigot and brass covering plate { *Ys* }
How are they protected { *Ys* }
Have they been tested as per rule { *Ys* }
pipes pass through the bunkers { *Ys* }
pipes pass through the deep tanks { *Ys* }
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times { *Ys* }
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 { *Ys* }
Is the Shaft Tunnel watertight { *Ys* }
Is it fitted with a watertight door { *Ys* }
worked from { *Main deck* }

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