

GENERATORS

Report on Steam Turbine Machinery.

No. 128939

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Date of writing Report 19... When handed in at Local Office 19... Port of... Survey held at Buxenhead... Date, First Survey 12/4/49... Last Survey 5/6/1949... on the SS THAUMASTUS... Built at Portland Or... By whom built Kamm Co... Yard No... When built 1945... Engines made at Lynn Man... By whom made GEC... Engine No... When made 1945... Shaft Horse Power at Full Power... Owners... Port belonging to... Is Refrigerating Machinery fitted for cargo purposes... Is Electric Light fitted... Grade for which Vessel is intended...

GENERATOR

STEAM TURBINE ENGINES, &c.—Description of Engines Two single reduction geared impulse turbines... No. of Turbines One... Direct coupled to Alternating Current Generator 3 phase... Direct Current Generator... Propelling Motors, Type... Kilowatts... Volts at... revolutions per minute... Direct coupled, single or double reduction geared to... propelling shafts.

Table with columns: TURBINE, H.P., I.P., L.P., ASTERN. Rows: No. of rows, No. of stages, No. of rows in each stage.

Shaft Horse Power at each turbine... H.P. 700... I.P. 5645... L.P. 1200... revolutions per minute, at full power, of each Turbine Shaft

Motor Shaft diameter at journals... H.P. 2 1/2"... I.P. 5.43"... L.P. 25.56"... Pitch Circle Diameter... Width of Face... 1st reduction wheel 8 1/4"... main wheel...

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings... 1st pinion 6 5/8"... 2nd pinion... 1st reduction wheel 6 5/8"... main wheel...

Flexible Pinion Shafts, diameter at bearings... External 1st 4"... 2nd... Internal... Generator Shaft, diameter at bearings 4"... Propelling Motor Shaft, diameter at bearings...

Wheel Shafts, diameter at bearings... 1st 4"... main... diameter at wheel shroud... Thrust Shaft, diameter at collars... as per rule... as fitted...

Intermediate Shafts, diameter... as per rule... as fitted... Screw Shaft, diameter... as per rule... as fitted... Is the tube/screw shaft fitted with a continuous liner...

Tube Shaft, diameter... as per rule... as fitted... Thickness between bushes... as per rule... as fitted... Is the after end of the liner made watertight in the propeller boss...

Propeller... 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...

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... Length of Bearing in Stern Bush next to and supporting propeller...

Propeller, 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 I.P. Turbines exhaust direct to the condenser...

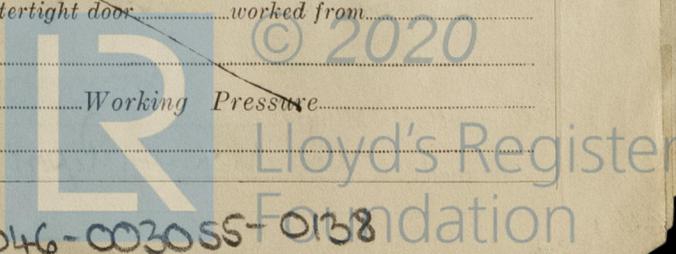
No. of Turbines fitted with astern wheels... Feed Pumps... No. and size... How driven... Pumps connected to the Main Bilge Line... No. and size... How driven... Ballast Pumps, No. and size... Lubricating Oil Pumps, including Spare Pump, No. and size...

Are two independent means arranged for circulating water through the Oil Cooler... Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine and Boiler Room... In Pump Room... Holds, &c... Main Water Circulating Pump Direct Bilge Suctions, No. and size... Independent Power Pump Direct Suctions to the Engine Room...

Pipes, No. and size... Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes... 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... Are they fitted with Valves or Cocks... Are 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 covering plate... What pipes pass through the bunkers... How are they protected... What pipes pass through the deep tanks... Have they been tested as per rule...

Are 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 spaces, or from one compartment to another... Is the Shaft Tunnel watertight... Is it fitted with a watertight door... worked from...

Boilers, &c.—(Letter for record... Total Heating Surface of Boilers... Forced Draft fitted... No. and Description of Boilers... Working Pressure... a Report on Main Boilers now forwarded?



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