

COPY

# REPORT ON STEAM TURBINE MACHINERY. No. 8265

Received at London Office

26 JUN 1941

ing Report Oct. 3rd 1940 When handed in at Local Office 19 Port of SAN FRANCISCO

Survey held at Oakland, California Date, First Survey 26th Mar. Last Survey 17th June, 19 40  
(Number of Visits 43)

in the T. S. S. "MARIA PEPA" ex "PRESIDENT WILSON" Tons } Gross 12,597  
Net 6,735

Camden, N. J. By whom built New York S. B. Corp. Yard No. When built 1921

made at Quincy, Mass. By whom made Bethlehem S. B. Corp., Ltd. Engine No. When made 1921

made at Bayonne, N. J. By whom made Babcock and Wilcox Co. Boiler No. When made 1921

orse Power at Full Power 12000 Owners Berge Y Compania Port belonging to BILBAO, SPAIN

orse Power as per Rule 3105 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

r which Vessel is intended

## TURBINE ENGINES, &c.—Description of Engines Twin Screw, Single reduction geared Turbines.

Ahead 2 H.P. Direct coupled }  
Astern 2 L.P. single reduction geared } to 2 propelling shafts. No. of primary pinions to each set of reduction gearing

ed to } Alternating Current Generator phase } periods per second } rated } Kilowatts } Volts at } revolutions per minute }  
Direct Current Generator }

ing power for driving Propelling Motors, Type

Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

VE	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.
VISION	1"	37-1/16"	1				2-7/16"	52-1/4"	1	1-3/8"	40-3/4"	1
	1-1/2"	37-11/16"	1				3"	53-1/2"	1	1-13/16"	41-3/8"	1
	1 1/4"	35-5/8"	2				3-15/16"	55-1/4"	1	4-1/4"	43-3/4"	1
	1 1/4"	36-1/8"	2				5-1/8"	57-7/8"	1	5-1/2"	45"	1
	1-7/8"	36-15/16"	2				6-3/4"	60-1/4"	1			
	2-5/16"	37-3/4"	2				8-1/4"	63-1/8"	1			
	2-5/8"	38-3/8"	1				9-3/4"	66 1/2"	1			
	2-15/16"	38-15/16"	1									
	3-1/4"	39-7/8"	1									

orse Power at each turbine { H.P. }  
I.P. } Revolutions per minute, at full power, of each Turbine Shaft { I.P. }  
L.P. } { L.P. } 1st reduction wheel 1800  
main shaft 125

shaft diameter at journals { H.P. 7" } Pitch Circle { 1st pinion 10" } 1st reduction wheel { Width of Face { 1st reduction wheel 19" }  
I.P. } Diameter { 2nd pinion } main wheel { main wheel }  
L.P. 7" }

between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 31" } 1st reduction wheel {  
2nd pinion } main wheel {

Pinion diameter { 1st } Pinion Shafts, diameter at bearings External 1st { 8" } 2nd { } diameter at bottom of pinion teeth { 1st }  
2nd { } Internal { } { 2nd }

shafts, diameter at bearings { 1st 15" } Pitch Circle { 1st } Generator Shaft, diameter at bearings { main } Propelling Motor Shaft, diameter at bearings { main }

iate Shafts, diameter as per rule 15.16 Thrust Shaft, diameter at collars as per rule 15.16 Tube Shaft, diameter as per rule 15.20  
as fitted 15.75 as fitted 15.75 as fitted

shaft, diameter as per rule 17.3 Is the screw shaft fitted with a continuous liner Yes Bronze Liners, thickness in way of bushes as per rule  
as fitted 17.3 as fitted

between bushes as per rule Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the junctions  
as fitted

ision through the whole thickness of the liner If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a  
erial insoluble in water and non-corrosive If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland  
pliance fitted at the after end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 7-6"

er diameter 16'-6" Pitch 16'-3" No. of Blades 3 State whether Moveable Yes Total Developed Surface 81.62 square feet.

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

No. of Turbines fitted with astern wheels Feed Pumps { No. and size 2-21"x14"x27". 1-14"x10"x24". 2-2" Injectors. }  
How driven Worthington Vertical Simplex

ected to the Main Bilge Line { No. and size 1-Duplex 12"x8 1/2"x12"-1 Duplex 12"x10"x12"-1 Duplex 5 1/2"x7x12" in }  
How driven Boiler Room.

pumps, No. and size One 10"x12"x12" duplex Lubricating Oil Pumps, including Spare Pump, No. and size Two 10"x12"x24" simplex

pendent means arranged for circulating water through the Oil Cooler 3 coolers Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
and size:—In Engine and Boiler Room 5-3 1/2" dia. 1-2 1/2" dia. In Tunnel 2-3 1/2" dia. 2-2 1/2" dia. In Boiler Room  
No. 1-1-3 1/2" dia., No. 2-2-3 1/2" dia., No. 3-2-3 1/2" dia., No. 4-2-3 1/2" dia., No. 5-2-3 1/2" dia.,  
er Circulating Pump No. 1-3 1/2" dia., No. 2-1-3 1/2" dia., No. 3-1-3 1/2" dia., No. 4-1-3 1/2" dia., No. 5-1-3 1/2" dia.,

and size See letter Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes

ge 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 Yes

Connections fitted direct on the skin of the ship Heavy steel pipes connect chests on ship side to valve Valves and cocks  
Are they fitted with Valves or Cocks on side tanks in E.R. Yes

ed sufficiently high on the ship's side to be seen without lifting the stowhold plates Yes Are the Overboard Discharges above or below the deep water line below  
filled with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

pass through the bunkers None How are they protected -

pass through the deep tanks Have they been tested as per rule

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

gement 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  
to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform  
In E.R.



003065-003074-0165

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

Is Forced Draft fitted No. and Description of Boilers Working Pressure

Is a Report on Main Boilers now forwarded?

Is { a Donkey } Boiler fitted? No If so, is a report now forwarded?

Plans. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters - General Pumping Arrangements Oil Fuel Burning Arrangements

Spare Gear. State the articles supplied. Spare gear as required now on board.

The foregoing is a correct description,

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

Dates of Examination of principal parts—Casings Rotors Blading Gearing

Wheel shaft Thrust shaft Intermediate shafts Tube shaft Screw shaft

Propeller Stern tube Engine and boiler seatings Engine holding down bolts

Completion of pumping arrangements Boilers fixed Engines tried under steam June 15th, 1940

Main boiler safety valves adjusted Aft. Blr. June 7th, 1940 Thickness of adjusting washers Lock nuts

Rotor shaft, Material and tensile strength Identification Mark

Flexible Pinion Shaft, Material and tensile strength Identification Mark

Pinion shaft, Material and tensile strength Identification Mark

1st Reduction Wheel Shaft, Material and tensile strength Identification Mark

Wheel shaft, Material Identification Mark Thrust shaft, Material Identification Mark

Intermediate shafts, Material Identification Marks Tube shaft, Material Identification Marks

Screw shaft, Material Identification Marks Steam Pipes, Material Test pressure

Date of test 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 If so, have the requirements of the Rules been complied with

Is this machinery a duplicate of a previous case If so, state name of vessel - Calvo Buena Esperanza

General Remarks (State quality of workmanship, opinions as to class, &c.)

Workmanship and material are satisfactory. For full particulars of repairs and renewals see Report 9 attached hereto.

In the opinion of the undersigned the machinery of this vessel is eligible to be classed in the Register Book with record of L.M.C. 6-40

Certificate (if required) to be sent to (The Surveyors requested not to write on or colour the space for Committee's Minute.)

Table with columns for Fee Type (Special, Donkey Boiler Fee, Travelling Expenses), Amount, and Date (When applied for, When received).

(Signed) David Millar Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK NOV 20 1940

Committee's Minute Assigned LMC-6, 40. T. S. 5, 40.



WATER

(Letter for of Boilers No. of Ce Is forced Main and each boiler Are they fi

Steam Dr

Range of Cir. seam

Lap of pl Diameter

If Drum (if fitted) by rules

Size of M Material

or flangea long. seaa

Percentage Percentage

Radius of Material

Area at s Thickness

Percentage Descripti

by Rules. UPERI

Date of Diameter

Is a dra Spare

Dates of Survey while building

GENE

renew inclu

Sun Tra Comn Assig