

# REPORT ON STEAM TURBINE MACHINERY. No. 8265

COPY

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  
 Horse Power at Full Power 12000 Owners Berge Y Compania Port belonging to BILBAO, SPAIN  
 Horse Power as per Rule 3105 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
 for which Vessel is intended

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

Ahead 2 H.P. Direct coupled single reduction geared to 2 propelling shafts. No. of primary pinions to each set of reduction gearing  
 Astern 2 L.P. double reduction geared  
 Alternating Current Generator phase periods per second } rated Kilowatts Volts at revolutions per minute;  
 Direct Current Generator }  
 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									

Horse Power at each turbine { H.P. 1st reduction wheel 1800  
 { I.P. main shaft 125  
 { L.P.

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

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 according to position of pinions 2nd

Shafts, diameter at bearings { 1st 15" 1st Generator Shaft, diameter at bearings  
 { main diameter at wheel shroud, { main Propelling Motor Shaft, diameter at bearings

Intermediate Shafts, diameter { as per rule 15.16 15.20  
 { as fitted 15.75 15.75 Tube Shaft, diameter { as per rule  
 { as fitted

Shaft, diameter { as per rule 17 1/2 Is the { tube } shaft fitted with a continuous liner { Yes  
 { as fitted 17 1/2 Is the { screw } shaft fitted with a continuous liner { Yes  
 { 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

seal 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  
 material 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

compliance fitted at the after end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 7'-6"

Shaft, 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 L.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

connected 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  
 Independent means arranged for circulating water through the Oil Cooler 3 coolers Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 No. 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  
 2-3 1/2" dia. 2-2 1/2" dia.

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.,  
 1-3 1/2" dia., No. 6 - 1-3 1/2" dia., No. 7 - 1-3 1/2" dia., No. 8 - 1-3 1/2" dia., No. 9 - 1-3 1/2" dia., No. 10 - 1-3 1/2" dia., No. 11 - 1-3 1/2" dia., No. 12 - 1-3 1/2" dia.,  
 No. 13 - 1-3 1/2" dia., No. 14 - 1-3 1/2" dia., No. 15 - 1-3 1/2" dia., No. 16 - 1-3 1/2" dia., No. 17 - 1-3 1/2" dia., No. 18 - 1-3 1/2" dia., No. 19 - 1-3 1/2" dia., No. 20 - 1-3 1/2" dia.,  
 No. 21 - 1-3 1/2" dia., No. 22 - 1-3 1/2" dia., No. 23 - 1-3 1/2" dia., No. 24 - 1-3 1/2" dia., No. 25 - 1-3 1/2" dia., No. 26 - 1-3 1/2" dia., No. 27 - 1-3 1/2" dia., No. 28 - 1-3 1/2" dia.,  
 No. 29 - 1-3 1/2" dia., No. 30 - 1-3 1/2" dia., No. 31 - 1-3 1/2" dia., No. 32 - 1-3 1/2" dia., No. 33 - 1-3 1/2" dia., No. 34 - 1-3 1/2" dia., No. 35 - 1-3 1/2" dia., No. 36 - 1-3 1/2" dia.,  
 No. 37 - 1-3 1/2" dia., No. 38 - 1-3 1/2" dia., No. 39 - 1-3 1/2" dia., No. 40 - 1-3 1/2" dia., No. 41 - 1-3 1/2" dia., No. 42 - 1-3 1/2" dia., No. 43 - 1-3 1/2" dia., No. 44 - 1-3 1/2" dia.,  
 No. 45 - 1-3 1/2" dia., No. 46 - 1-3 1/2" dia., No. 47 - 1-3 1/2" dia., No. 48 - 1-3 1/2" dia., No. 49 - 1-3 1/2" dia., No. 50 - 1-3 1/2" dia., No. 51 - 1-3 1/2" dia., No. 52 - 1-3 1/2" dia.,  
 No. 53 - 1-3 1/2" dia., No. 54 - 1-3 1/2" dia., No. 55 - 1-3 1/2" dia., No. 56 - 1-3 1/2" dia., No. 57 - 1-3 1/2" dia., No. 58 - 1-3 1/2" dia., No. 59 - 1-3 1/2" dia., No. 60 - 1-3 1/2" dia.,  
 No. 61 - 1-3 1/2" dia., No. 62 - 1-3 1/2" dia., No. 63 - 1-3 1/2" dia., No. 64 - 1-3 1/2" dia., No. 65 - 1-3 1/2" dia., No. 66 - 1-3 1/2" dia., No. 67 - 1-3 1/2" dia., No. 68 - 1-3 1/2" dia.,  
 No. 69 - 1-3 1/2" dia., No. 70 - 1-3 1/2" dia., No. 71 - 1-3 1/2" dia., No. 72 - 1-3 1/2" dia., No. 73 - 1-3 1/2" dia., No. 74 - 1-3 1/2" dia., No. 75 - 1-3 1/2" dia., No. 76 - 1-3 1/2" dia.,  
 No. 77 - 1-3 1/2" dia., No. 78 - 1-3 1/2" dia., No. 79 - 1-3 1/2" dia., No. 80 - 1-3 1/2" dia., No. 81 - 1-3 1/2" dia., No. 82 - 1-3 1/2" dia., No. 83 - 1-3 1/2" dia., No. 84 - 1-3 1/2" dia.,  
 No. 85 - 1-3 1/2" dia., No. 86 - 1-3 1/2" dia., No. 87 - 1-3 1/2" dia., No. 88 - 1-3 1/2" dia., No. 89 - 1-3 1/2" dia., No. 90 - 1-3 1/2" dia., No. 91 - 1-3 1/2" dia., No. 92 - 1-3 1/2" dia.,  
 No. 93 - 1-3 1/2" dia., No. 94 - 1-3 1/2" dia., No. 95 - 1-3 1/2" dia., No. 96 - 1-3 1/2" dia., No. 97 - 1-3 1/2" dia., No. 98 - 1-3 1/2" dia., No. 99 - 1-3 1/2" dia., No. 100 - 1-3 1/2" dia.,  
 No. 101 - 1-3 1/2" dia., No. 102 - 1-3 1/2" dia., No. 103 - 1-3 1/2" dia., No. 104 - 1-3 1/2" dia., No. 105 - 1-3 1/2" dia., No. 106 - 1-3 1/2" dia., No. 107 - 1-3 1/2" dia., No. 108 - 1-3 1/2" dia.,  
 No. 109 - 1-3 1/2" dia., No. 110 - 1-3 1/2" dia., No. 111 - 1-3 1/2" dia., No. 112 - 1-3 1/2" dia., No. 113 - 1-3 1/2" dia., No. 114 - 1-3 1/2" dia., No. 115 - 1-3 1/2" dia., No. 116 - 1-3 1/2" dia.,  
 No. 117 - 1-3 1/2" dia., No. 118 - 1-3 1/2" dia., No. 119 - 1-3 1/2" dia., No. 120 - 1-3 1/2" dia., No. 121 - 1-3 1/2" dia., No. 122 - 1-3 1/2" dia., No. 123 - 1-3 1/2" dia., No. 124 - 1-3 1/2" dia.,  
 No. 125 - 1-3 1/2" dia., No. 126 - 1-3 1/2" dia., No. 127 - 1-3 1/2" dia., No. 128 - 1-3 1/2" dia., No. 129 - 1-3 1/2" dia., No. 130 - 1-3 1/2" dia., No. 131 - 1-3 1/2" dia., No. 132 - 1-3 1/2" dia.,  
 No. 133 - 1-3 1/2" dia., No. 134 - 1-3 1/2" dia., No. 135 - 1-3 1/2" dia., No. 136 - 1-3 1/2" dia., No. 137 - 1-3 1/2" dia., No. 138 - 1-3 1/2" dia., No. 139 - 1-3 1/2" dia., No. 140 - 1-3 1/2" dia.,  
 No. 141 - 1-3 1/2" dia., No. 142 - 1-3 1/2" dia., No. 143 - 1-3 1/2" dia., No. 144 - 1-3 1/2" dia., No. 145 - 1-3 1/2" dia., No. 146 - 1-3 1/2" dia., No. 147 - 1-3 1/2" dia., No. 148 - 1-3 1/2" dia.,  
 No. 149 - 1-3 1/2" dia., No. 150 - 1-3 1/2" dia., No. 151 - 1-3 1/2" dia., No. 152 - 1-3 1/2" dia., No. 153 - 1-3 1/2" dia., No. 154 - 1-3 1/2" dia., No. 155 - 1-3 1/2" dia., No. 156 - 1-3 1/2" dia.,  
 No. 157 - 1-3 1/2" dia., No. 158 - 1-3 1/2" dia., No. 159 - 1-3 1/2" dia., No. 160 - 1-3 1/2" dia., No. 161 - 1-3 1/2" dia., No. 162 - 1-3 1/2" dia., No. 163 - 1-3 1/2" dia., No. 164 - 1-3 1/2" dia.,  
 No. 165 - 1-3 1/2" dia., No. 166 - 1-3 1/2" dia., No. 167 - 1-3 1/2" dia., No. 168 - 1-3 1/2" dia., No. 169 - 1-3 1/2" dia., No. 170 - 1-3 1/2" dia., No. 171 - 1-3 1/2" dia., No. 172 - 1-3 1/2" dia.,  
 No. 173 - 1-3 1/2" dia., No. 174 - 1-3 1/2" dia., No. 175 - 1-3 1/2" dia., No. 176 - 1-3 1/2" dia., No. 177 - 1-3 1/2" dia., No. 178 - 1-3 1/2" dia., No. 179 - 1-3 1/2" dia., No. 180 - 1-3 1/2" dia.,  
 No. 181 - 1-3 1/2" dia., No. 182 - 1-3 1/2" dia., No. 183 - 1-3 1/2" dia., No. 184 - 1-3 1/2" dia., No. 185 - 1-3 1/2" dia., No. 186 - 1-3 1/2" dia., No. 187 - 1-3 1/2" dia., No. 188 - 1-3 1/2" dia.,  
 No. 189 - 1-3 1/2" dia., No. 190 - 1-3 1/2" dia., No. 191 - 1-3 1/2" dia., No. 192 - 1-3 1/2" dia., No. 193 - 1-3 1/2" dia., No. 194 - 1-3 1/2" dia., No. 195 - 1-3 1/2" dia., No. 196 - 1-3 1/2" dia.,  
 No. 197 - 1-3 1/2" dia., No. 198 - 1-3 1/2" dia., No. 199 - 1-3 1/2" dia., No. 200 - 1-3 1/2" dia., No. 201 - 1-3 1/2" dia., No. 202 - 1-3 1/2" dia., No. 203 - 1-3 1/2" dia., No. 204 - 1-3 1/2" dia.,  
 No. 205 - 1-3 1/2" dia., No. 206 - 1-3 1/2" dia., No. 207 - 1-3 1/2" dia., No. 208 - 1-3 1/2" dia., No. 209 - 1-3 1/2" dia., No. 210 - 1-3 1/2" dia., No. 211 - 1-3 1/2" dia., No. 212 - 1-3 1/2" dia.,  
 No. 213 - 1-3 1/2" dia., No. 214 - 1-3 1/2" dia., No. 215 - 1-3 1/2" dia., No. 216 - 1-3 1/2" dia., No. 217 - 1-3 1/2" dia., No. 218 - 1-3 1/2" dia., No. 219 - 1-3 1/2" dia., No. 220 - 1-3 1/2" dia.,  
 No. 221 - 1-3 1/2" dia., No. 222 - 1-3 1/2" dia., No. 223 - 1-3 1/2" dia., No. 224 - 1-3 1/2" dia., No. 225 - 1-3 1/2" dia., No. 226 - 1-3 1/2" dia., No. 227 - 1-3 1/2" dia., No. 228 - 1-3 1/2" dia.,  
 No. 229 - 1-3 1/2" dia., No. 230 - 1-3 1/2" dia., No. 231 - 1-3 1/2" dia., No. 232 - 1-3 1/2" dia., No. 233 - 1-3 1/2" dia., No. 234 - 1-3 1/2" dia., No. 235 - 1-3 1/2" dia., No. 236 - 1-3 1/2" dia.,  
 No. 237 - 1-3 1/2" dia., No. 238 - 1-3 1/2" dia., No. 239 - 1-3 1/2" dia., No. 240 - 1-3 1/2" dia., No. 241 - 1-3 1/2" dia., No. 242 - 1-3 1/2" dia., No. 243 - 1-3 1/2" dia., No. 244 - 1-3 1/2" dia.,  
 No. 245 - 1-3 1/2" dia., No. 246 - 1-3 1/2" dia., No. 247 - 1-3 1/2" dia., No. 248 - 1-3 1/2" dia., No. 249 - 1-3 1/2" dia., No. 250 - 1-3 1/2" dia., No. 251 - 1-3 1/2" dia., No. 252 - 1-3 1/2" dia.,  
 No. 253 - 1-3 1/2" dia., No. 254 - 1-3 1/2" dia., No. 255 - 1-3 1/2" dia., No. 256 - 1-3 1/2" dia., No. 257 - 1-3 1/2" dia., No. 258 - 1-3 1/2" dia., No. 259 - 1-3 1/2" dia., No. 260 - 1-3 1/2" dia.,  
 No. 261 - 1-3 1/2" dia., No. 262 - 1-3 1/2" dia., No. 263 - 1-3 1/2" dia., No. 264 - 1-3 1/2" dia., No. 265 - 1-3 1/2" dia., No. 266 - 1-3 1/2" dia., No. 267 - 1-3 1/2" dia., No. 268 - 1-3 1/2" dia.,  
 No. 269 - 1-3 1/2" dia., No. 270 - 1-3 1/2" dia., No. 271 - 1-3 1/2" dia., No. 272 - 1-3 1/2" dia., No. 273 - 1-3 1/2" dia., No. 274 - 1-3 1/2" dia., No. 275 - 1-3 1/2" dia., No. 276 - 1-3 1/2" dia.,  
 No. 277 - 1-3 1/2" dia., No. 278 - 1-3 1/2" dia., No. 279 - 1-3 1/2" dia., No. 280 - 1-3 1/2" dia., No. 281 - 1-3 1/2" dia., No. 282 - 1-3 1/2" dia., No. 283 - 1-3 1/2" dia., No. 284 - 1-3 1/2" dia.,  
 No. 285 - 1-3 1/2" dia., No. 286 - 1-3 1/2" dia., No. 287 - 1-3 1/2" dia., No. 288 - 1-3 1/2" dia., No. 289 - 1-3 1/2" dia., No. 290 - 1-3 1/2" dia., No. 291 - 1-3 1/2" dia., No. 292 - 1-3 1/2" dia.,  
 No. 293 - 1-3 1/2" dia., No. 294 - 1-3 1/2" dia., No. 295 - 1-3 1/2" dia., No. 296 - 1-3 1/2" dia., No. 297 - 1-3 1/2" dia., No. 298 - 1-3 1/2" dia., No. 299 - 1-3 1/2" dia., No. 300 - 1-3 1/2" dia.,  
 No. 301 - 1-3 1/2" dia., No. 302 - 1-3 1/2" dia., No. 303 - 1-3 1/2" dia., No. 304 - 1-3 1/2" dia., No. 305 - 1-3 1/2" dia., No. 306 - 1-3 1/2" dia., No. 307 - 1-3 1/2" dia., No. 308 - 1-3 1/2" dia.,  
 No. 309 - 1-3 1/2" dia., No. 310 - 1-3 1/2" dia., No. 311 - 1-3 1/2" dia., No. 312 - 1-3 1/2" dia., No. 313 - 1-3 1/2" dia., No. 314 - 1-3 1/2" dia., No. 315 - 1-3 1/2" dia., No. 316 - 1-3 1/2" dia.,  
 No. 317 - 1-3 1/2" dia., No. 318 - 1-3 1/2" dia., No. 319 - 1-3 1/2" dia., No. 320 - 1-3 1/2" dia., No. 321 - 1-3 1/2" dia., No. 322 - 1-3 1/2" dia., No. 323 - 1-3 1/2" dia., No. 324 - 1-3 1/2" dia.,  
 No. 325 - 1-3 1/2" dia., No. 326 - 1-3 1/2" dia., No. 327 - 1-3 1/2" dia., No. 328 - 1-3 1/2" dia., No. 329 - 1-3 1/2" dia., No. 330 - 1-3 1/2" dia., No. 331 - 1-3 1/2" dia., No. 332 - 1-3 1/2" dia.,  
 No. 333 - 1-3 1/2" dia., No. 334 - 1-3 1/2" dia., No. 335 - 1-3 1/2" dia., No. 336 - 1-3 1/2" dia., No. 337 - 1-3 1/2" dia., No. 338 - 1-3 1/2" dia., No. 339 - 1-3 1/2" dia., No. 340 - 1-3 1/2" dia.,  
 No. 341 - 1-3 1/2" dia., No. 342 - 1-3 1/2" dia., No. 343 - 1-3 1/2" dia., No. 344 - 1-3 1/2" dia., No. 345 - 1-3 1/2" dia., No. 346 - 1-3 1/2" dia., No. 347 - 1-3 1/2" dia., No. 348 - 1-3 1/2" dia.,  
 No. 349 - 1-3 1/2" dia., No. 350 - 1-3 1/2" dia., No. 351 - 1-3 1/2" dia., No. 352 - 1-3 1/2" dia., No. 353 - 1-3 1/2" dia., No. 354 - 1-3 1/2" dia., No. 355 - 1-3 1/2" dia., No. 356 - 1-3 1/2" dia.,  
 No. 357 - 1-3 1/2" dia., No. 358 - 1-3 1/2" dia., No. 359 - 1-3 1/2" dia., No. 360 - 1-3 1/2" dia., No. 361 - 1-3 1/2" dia., No. 362 - 1-3 1/2" dia., No. 363 - 1-3 1/2" dia., No. 364 - 1-3 1/2" dia.,  
 No. 365 - 1-3 1/2" dia., No. 366 - 1-3 1/2" dia., No. 367 - 1-3 1/2" dia., No. 368 - 1-3 1/2" dia., No. 369 - 1-3 1/2" dia., No. 370 - 1-3 1/2" dia., No. 371 - 1-3 1/2" dia., No. 372 - 1-3 1/2" dia.,  
 No. 373 - 1-3 1/2" dia., No. 374 - 1-3 1/2" dia., No. 375 - 1-3 1/2" dia., No. 376 - 1-3 1/2" dia., No. 377 - 1-3 1/2" dia., No. 378 - 1-3 1/2" dia., No. 379 - 1-3 1/2" dia., No. 380 - 1-3 1/2" dia.,  
 No. 381 - 1-3 1/2" dia., No. 382 - 1-3 1/2" dia., No. 383 - 1-3 1/2" dia., No. 384 - 1-3 1/2" dia., No. 385 - 1-3 1/2" dia., No. 386 - 1-3 1/2" dia., No. 387 - 1-3 1/2" dia., No. 388 - 1-3 1/2" dia.,  
 No. 389 - 1-3 1/2" dia., No. 390 - 1-3 1/2" dia., No. 391 - 1-3 1/2" dia., No. 392 - 1-3 1/2" dia., No. 393 - 1-3 1/2" dia., No. 394 - 1-3 1/2" dia., No. 395 - 1-3 1/2" dia., No. 396 - 1-3 1/2" dia.,  
 No. 397 - 1-3 1/2" dia., No. 398 - 1-3 1/2" dia., No. 399 - 1-3 1/2" dia., No. 400 - 1-3 1/2" dia., No. 401 - 1-3 1/2" dia., No. 402 - 1-3 1/2" dia., No. 403 - 1-3 1/2" dia., No. 404 - 1-3 1/2" dia.,  
 No. 405 - 1-3 1/2" dia., No. 406 - 1-3 1/2" dia., No. 407 - 1-3 1/2" dia., No. 408 - 1-3 1/2" dia., No. 409 - 1-3 1/2" dia., No. 410 - 1-3 1/2" dia., No. 411 - 1-3 1/2" dia., No. 412 - 1-3 1/2" dia.,  
 No. 413 - 1-3 1/2" dia., No. 414 - 1-3 1/2" dia., No. 415 - 1-3 1/2" dia., No. 416 - 1-3 1/2" dia., No. 417 - 1-3 1/2" dia., No. 418 - 1-3 1/2" dia., No. 419 - 1-3 1/2" dia., No. 420 - 1-3 1/2" dia.,  
 No. 421 - 1-3 1/2" dia., No. 422 - 1-3 1/2" dia., No. 423 - 1-3 1/2" dia., No. 424 - 1-3 1/2" dia., No. 425 - 1-3 1/2" dia., No. 426 - 1-3 1/2" dia., No. 427 - 1-3 1/2" dia., No. 428 - 1-3 1/2" dia.,  
 No. 429 - 1-3 1/2" dia., No. 430 - 1-3 1/2" dia., No. 431 - 1-3 1/2" dia., No. 432 - 1-3 1/2" dia., No. 433 - 1-3 1/2" dia., No. 434 - 1-3 1/2" dia., No. 435 - 1-3 1/2" dia., No. 436 - 1-3 1/2" dia.,  
 No. 437 - 1-3 1/2" dia., No. 438 - 1-3 1/2" dia., No. 439 - 1-3 1/2" dia., No. 440 - 1-3 1/2" dia., No. 441 - 1-3 1/2" dia., No. 442 - 1-3 1/2" dia., No. 443 - 1-3 1/2" dia., No. 444 - 1-3 1/2" dia.,  
 No. 445 - 1-3 1/2" dia., No. 446 - 1-3 1/2" dia., No. 447 - 1-3 1/2" dia., No. 448 - 1-3 1/2" dia., No. 449 - 1-3 1/2" dia., No. 450 - 1-3 1/2" dia., No. 451 - 1-3 1/2" dia., No. 452 - 1-3 1/2" dia.,  
 No. 453 - 1-3 1/2" dia., No. 454 - 1-3 1/2" dia., No. 455 - 1-3 1/2" dia., No. 456 - 1-3 1/2" dia., No. 457 - 1-3 1/2" dia., No. 458 - 1-3 1/2" dia., No. 459 - 1-3 1/2" dia., No. 460 - 1-3 1/2" dia.,  
 No. 461 - 1-3 1/2" dia., No. 462 - 1-3 1/2" dia., No. 463 - 1-3 1/2" dia., No. 464 - 1-3 1/2" dia., No. 465 - 1-3 1/2" dia., No. 466 - 1-3 1/2" dia., No. 467 - 1-3 1/2" dia., No. 468 - 1-3 1/2" dia.,  
 No. 469 - 1-3 1/2" dia., No. 470 - 1-3 1/2" dia., No. 471 - 1-3 1/2" dia., No. 472 - 1-3 1/2" dia., No. 473 - 1-3 1/2" dia., No. 474 - 1-3 1/2" dia., No. 475 - 1-3 1/2" dia., No. 476 - 1-3 1/2" dia.,  
 No. 477 - 1-3 1/2" dia., No. 478 - 1-3 1/2" dia., No. 479 - 1-3 1/2" dia., No. 480 - 1-3 1/2" dia., No. 481 - 1-3 1/2" dia., No. 482 - 1-3 1/2" dia., No. 483 - 1-3 1/2" dia., No. 484 - 1-3 1/2" dia.,  
 No. 485 - 1-3 1/2" dia., No. 486 - 1-3 1/2" dia., No. 487 - 1-3 1/2" dia., No. 488 - 1-3 1/2" dia., No. 489 - 1-3 1/2" dia., No. 490 - 1-3 1/2" dia., No. 491 - 1-3 1/2" dia., No. 492 - 1-3 1/2" dia.,  
 No. 493 - 1-3 1/2" dia., No. 494 - 1-3 1/2" dia., No. 495 - 1-3 1/2" dia., No. 496 - 1-3 1/2" dia., No. 497 - 1-3 1/2" dia., No. 498



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~~ **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 \_\_\_\_\_  
(If not state date of approval)  
Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil Fuel Burning Arrangements \_\_\_\_\_  
Spare Gear. State the articles supplied.— Spare gear as required now on board. ☒

Date of writing \_\_\_\_\_  
No. in Reg. Bk. 31943  
Master \_\_\_\_\_  
Engines ma \_\_\_\_\_  
Boilers ma \_\_\_\_\_  
Registered \_\_\_\_\_

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

The foregoing is a correct description,

Manufacturer Smallest d

Steam Dr  
Range of  
Cir. seame  
Lap of pla  
Diameter  
If Drum  
(if fitted)  
by rules  
Size of M  
Material  
or flangea  
long. seame  
Percentage  
Percentage  
Radius of  
Material  
Area at s  
Thickness  
Percentage  
Descripti  
by Rules

UPER  
Date of  
Diameter  
Is a dra  
Spare

Dates  
of Survey  
while  
building

GENE

renew  
inclu

Sun  
Tra

Comm  
Assig

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 Esparanza*

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

The amount of Entry Fee	£	:	:	When applied for,
Special	...	...	\$ 900.00	17, June 1940.
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	\$	42.00	:	19, June 1940.

(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.