

REPORT ON STEAM TURBINE MACHINERY. No. 5341

Received at London Office FEB 26 1940

Report Dec. 26 1940 When handed in at Local Office Dec. 26 1940 Port of New Orleans, La.
 Survey held at New Orleans, La. Date, First Survey Oct. 28 Last Survey Dec. 19 1940
 (Number of Visits 23/40)
 Name of Vessel S.S. "JANELEW" Tons Gross 6085
 Oakland, Pa. By whom built Moore S.B. Co. Yard No. When built 1920
 New Jersey By whom made W.&A. Fletcher Co. Engine No. When made 1920
 San Francisco By whom made Moore & Scott Boiler No. When made 1920
 Power at Full Power 2800 Owners Lochinver Ltd. Port belonging to Glasgow
 Power as per Rule 678 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Which Vessel is intended

TURBINE ENGINES, &c. - Description of Engines
 Ahead Two Direct coupled, single reduction geared to One propelling shafts. No. of primary pinions to each set of reduction gearing
 Astern Two double reduction geared
 Alternating Current Generator phase periods per second Direct Current Generator rated Kilowatts Volts at revolutions per minute;
 Power for driving Propelling Motors, Type
 Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

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.
9/16	14-1/8	5				2-3/16	26-1/2	2	HP 1-9/16	27-1/4	1
3/4	14-1/2	6				2-3/4	27-5/8	2	2-1/4	28	1
1	14-15/16	5				3-7/16	28-7/8	2	3	28-3/4	1
1-5/16	15-5/8	5				4-5/6	30-5/8	2			
1	18-1/8	3				4-15/16	31-7/8	4			
1-3/8	18-7/8	3							LP 2-11/16	28-1/8	1
1-13/16	19-11/16	3							4-1/4	29-3/4	1
2-5/16	20-11/16	3							5-7/8	31-3/8	1

Power at each turbine { H.P. 1400 I.P. --- L.P. 1400
 Diameter at journals { H.P. 4" I.P. --- L.P. 4"
 Pitch Circle Diameter { 1st pinion 80.0 34T-40.P 51 1/2 O.D. 1st reduction wheel 202T-40.P 98 3/4 O.D.
 2nd pinion 39T-2.495 D.P. 233T-2.495 D.P. Face
 1st reduction wheel 500
 main shaft 90
 1st reduction wheel 7"
 main wheel 13"

Between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 29 1/2" 1st reduction wheel 54-7/16"
 2nd pinion 54.5" main wheel
 Pinion Shafts, diameter at bearings External 1st 5" 2nd 12" diameter at bottom of pinion teeth { 1st
 Internal 2nd

diameter at bearings { 1st 14-3/16" diameter at wheel shroud, { 1st Generator Shaft, diameter at bearings
 main Propelling Motor Shaft, diameter at bearings
 Shafts, diameter as per rule 13-1/4" Thrust Shaft, diameter at collars as per rule 14 3/16" Tube Shaft, diameter as per rule
 as fitted 13-3/4" & the tube shaft fitted with a continuous liner Yes Yes Yes
 diameter as per rule 14-27/32
 as fitted 19/32 Is the after end of the liner made watertight in the propeller boss Yes If the liner is in more than one length are the junctions
 as fitted 19/32 rough 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
 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
 fitted at the after end of the tube shaft Lignum Vitae Length of Bearing in Stern Bush next to and supporting propeller 5'-1"

meter 16'-6" Pitch 13'-6" No. of Blades 4 State whether Moveable Yes Total Developed Surface 82141 square feet.
 Are arrangements made so that steam can be led direct to the L.P. Turbine Yes Can the H.P. or I.P. Turbine exhaust direct to the
 No. of Turbines fitted with astern wheels 2 Feed Pumps { No. and size 2-12" x 8"x24 and 7-5/8"x 12-1/16 x 24"
 How driven By steam

to the Main Bilge Line { No. and size 1-6"x5'3"x6" hor. duplex Ballast pump 12"x10 1/4"x12 hor. duplex fire pump 12"x6 1/2"x12 hor. duplex
 How driven By steam
 No. and size 1-12"x10-1/4"x12" Lubricating Oil Pumps, including Spare Pump, No. and size 2
 Means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 size:—In Engine and Boiler Room Combined 1-6"x 3-4", 1- 3 1/2" and 1 - 8
 8 - 3 1/2" Forward and 7 - 3 1/2" Aft.

Regulating Pump Direct Bilge Suctions, No. and size 1 - 12" Independent Power Pump Direct Suctions to the Engine Room
 1 - 12 x 8 x 12-6" suction Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes
 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
 Suctions fitted direct on the skin of the ship No Are they fitted with Valves or Cocks Yes Both
 Suctions high on the ship so as to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above
 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
 rough the bunkers How are they protected Guards
 rough the deep tanks Nos. 1, & 2 bilges P. & S. and F.P. suction they been tested as per rule Yes
 Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 ther Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform

BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

Is Forced Draft fitted **Yes** No. and Description of Boilers **3 Multitubular boilers** Working Pressure **210 lbs.**

Is a Report on Main Boilers now forwarded? **Yes**

Is **a Donkey** Boiler fitted? **No**

If so, is a report now forwarded?

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

Main Boilers **Yes**

Auxiliary Boilers **None**

Donkey Boilers **✓**

Superheaters **(New tubes) no** General Pumping Arrangements **(Examined) yes** Oil Fuel Burning Arrangements **Examined & test**

400 lbs.

Spare Gear. State the articles supplied:—

The foregoing is a correct description,

Manufacturer

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

Main boiler safety valves adjusted Thickness of adjusting washers

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 **No** If so, have the requirements of the Rules been complied with **Yes**

Is this machinery a duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) **The Turbine Machinery and gears of this**

vessel were fitted in the vessel in 1920. All available plans are sent under separate covers. The

Machinery has been tested under working conditions and proven satisfactory.

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19.
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19.

J. A. Laing
aw Murray
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JAN 15 1941

TUE. 4 NOV 1941

Assigned See Machinery Rpt.

See Other Rpt. Nov 5 1941

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