

# 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 33/40)  
 Name of Vessel S.S. "JANELEW" Tons Gross 6085 Net  
 Built at Oakland, Pa. By whom built Moore S.B. Co. Yard No. When built 1920  
 Made at New Jersey By whom made W.&A. Fletcher Co. Engine No. When made 1920  
 Made at 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 628 ✓ 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 } rated Kilowatts Volts at revolutions per minute;  
 Direct Current Generator }  
 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	18/18	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 } Revolutions per minute, at full power, of each Turbine Shaft { H.P. 3600 ✓ I.P. --- L.P. 3600 ✓ }  
 Diameter at journals { H.P. 4" I.P. --- L.P. 4" } Pitch Circle Diameter { 1st pinion 80.0 34T-40.P 5 1/2 O.D. 1st reduction wheel 202T-40.P 16 3/4 O.D. 2nd pinion 39T-2.495 D.P. 98 3/4 O.D. main wheel 233T-2-495 D.P. Face } Width of Face { 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 --- 2nd --- }  
 diameter at bearings { 1st 14-3/16" diameter at wheel shroud, { 1st --- Generator Shaft, diameter at bearings Propelling Motor Shaft, diameter at bearings }

Shafts, diameter as per rule as fitted 13-1/4" Thrust Shaft, diameter at collars as per rule as fitted 14 3/16" Tube Shaft, diameter as per rule as fitted ---  
 diameter as per rule as fitted 13-3/4" & the tube shaft filled with a continuous liner Yes Bronze Liners, thickness in way of bushes as per rule as fitted 23/32"  
 bushes as per rule 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 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 soluble 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"

Pitch 16'-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 sea 2-12" x 8"x24 and 7-5/8"x 12-1/16 x 24"  
 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" x 12 hor. duplex fire pump 12" x 6 1/2" x 12" 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 Pumps:—In Engine and Boiler Room Combined 1-6"x 3-4", 1- 3 1/2" and 1 - 8  
 3 - 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's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above  
 Suctions 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  
 Suctions rough the bunkers How are they protected Guards  
 Suctions rough the deep tanks Nos. 1, & 2 bilges P. & S. and F.P. suction they been tested as per rule Yes  
 Suctions, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Suctions 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

**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.**

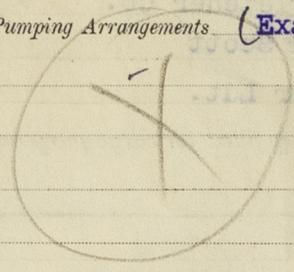
Is a Report on Main Boilers now forwarded? **Yes**

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

Plans. Are approved plans forwarded herewith for Shafting Main Boilers **Yes** Auxiliary Boilers **None** Donkey Boilers

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

Spare Gear. State the articles supplied:— **400 lbs.**



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.**

Certificate (if required) to be sent to...

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.

NEW YORK JAN 15 1941 TUE. 4 NOV 1941

Committee's Minute

Assigned See Machinery Rpt.

See other rpt. Nov 5 1941

