

Received at London Office

Writing Report 5. 5. 1947 When handed in at Local Office 19 Port of LONDON.
 Survey held at RUGBY Date, First Survey 12. 7. 46 Last Survey 13. 5. 1947
 (Number of Visits 33.)
 on the TURBO-ELEC. S.S. "MYALINA" Tons { Gross 12267
 { Net 7307
 at NEWCASTLE By whom built Messrs. SWAN HUNTER & WIGHAM RICHARDSON No. 1753 When built 1947
 By whom made Messrs. BRITISH THOMSON HOUSTON CO. Engine No. P/R 2827
S/R 2828 When made
 By whom made _____ Boiler No. _____ When made
 Horse Power at Full Power 11,000 Owners ANGLO-SAXON PET. CO. LTD. Port belonging to _____
 Horse Power as per Rule _____ Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted YES.
 for which Vessel is intended OIL-TANKER.

M TURBINE ENGINES, &c.—Description of Engines.....*TURBO-ELECTRIC*

Turbines ^{Ahead} TWO ~~single reduction geared~~ ^{Direct coupled,} ~~double reduction geared~~ } to propelling shafts. No. of primary pinions to each set of reduction gearing

coupled to { Alternating Current Generator 3 phase 65 periods per second } rated 4200 Kilowatts. 3000 Volts at 3910 revolutions per minute;

applying power for driving ONE Propelling Motor, Type SYNCHRONOUS - DOUBLE UNIT.

8400 Kilowatts. 3000 Volts at 115 revolutions per minute. ~~Direct coupled, single or double reduction geared to~~ ONE propelling shaft

[illegible]

H.P. 6.500
Horse Power at each turbine H.P.
Revolutions per minute, at full power, of each Turbine Shaft H.P.
H.P. 4.150
1st reduction wheel H.P.
main shaft H.P.

Shaft diameter at journals	H.P.	3"	Pitch Circle Diameter	1st pinion	1st reduction wheel	Width of Face	1st reduction wheel
	L.P.			2nd pinion	main wheel		main wheel
	L.P.	7"					

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings

$\left. \begin{array}{l} \text{1st pinion} \\ \text{2nd pinion} \end{array} \right\}$	1st reduction wheel
	main wheel

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

1st..... main.....	{	diameter at wheel shroud,	{	1st..... Generator Shaft, diameter at bearings..... 7" & 7" ✓ main..... Propelling Motor Shaft, diameter at bearings..... 20" & 20"
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Intermediate Shafts, diameter	as per rule.....	Thrust Shaft, diameter at collars	as per rule.....
	as fitted.....		as fitted.....

Shaft, diameter as per rule..... Screw Shaft, diameter as per rule..... Is the $\left\{ \begin{array}{l} \text{tube} \\ \text{screw} \end{array} \right\}$ shaft fitted with a continuous liner $\left\{ \begin{array}{l} \text{.....} \\ \text{.....} \end{array} \right\}$
as fitted..... as fitted..... as per rule.....

Size Liners, thickness in way of bushes Thickness between bushes Is the after end of the liner made watertight in the
 as fitted as fitted
 roller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Is an approved **Oil Gland** or other appliance fitted at the after end of the tube

If so, state type.....Length of Bearing in **Stern Bush** next to and supporting propeller.....
 Pitch.....No. of Bades.....State whether Moveable.....Total Developed Surface.....square feet

angle 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 atmosphere.....

Pumps connected to the Main Bilge Line

Lubricating Oil Pumps, including Spare Pump, No. and size *Two-Electric Driven 100*
 Suctions, connected both to Main Bilge Pumps and Auxiliary

Two independent means arranged for circulating water through the Oil Cooler.....	1
Pumps, No. and size:—In Engine and Boiler Room.....	In Pump Room.....

n Water Circulating Pump Direct Bilge Suctions, No. and size..... Independent Power Pump Direct Suctions to the Engine Room.....
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes.....

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.....

All Sea Connections fitted direct on the ship of the ship..... Are they fitted with Valves or Cocks.....

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 bra.

ring plate.....What pipes pass through the bunkers.....How are they protected.....
 pipes pass through the deep tanks.....Have they been tested as per rule.....

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

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

003479-003486-0199

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

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

Is a Report on Main Boilers now forwarded?..... Working Pressure.....

Is { a Donkey } Boiler fitted?.....

{ an Auxiliary }

If so, is a report now forwarded?.....

Is the donkey boiler intended to be used for domestic purposes only.....

Plans. Are approved plans forwarded herewith for Shafting.....

(If not, state date of approval).....

Main Boilers.....

Auxiliary Boilers.....

Donkey Boilers.....

Superheaters.....

General Pumping Arrangements.....

Oil Fuel Burning Arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied..... **Yes.**

State the principal additional spare gear supplied.....

The foregoing is a correct description,

THE BRITISH THOMSON-HOUSTON CO., LTD.

Dates of Survey while building { During progress of work in shops - - } JULY 1946: 12.18; SEPT 4.23.25; OCT 7.9.21.23.28.29; NOV 13; DEC 16.17.
{ During erection on board vessel - - } JAN. 1947: 13.8.15.17; FEB. 6.21.26.28; MAR. 7.12.14.21.27; APR. 16.23.28; MAY 12.13.
Total No. of visits **33 IN SHOPS.**

Dates of Examination of principal parts—Casings **PORT 28.4.47 STAR 30.5.47** Rotors **28.4.47 30.5.47** Blading **28.4.47 30.5.47** Gearing.....

Wheel shaft..... Thrust shaft..... Intermediate shafts..... Tube shaft..... Screw shaft.....

Propeller..... Stern tube..... Engine and boiler seatings..... Engine holding down bolts.....

Completion of fitting sea connections..... 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 **Siemens Steel - 40 Tons tensile.**

PORT - LLOYDS.

PORT ALTERNATOR

Shaft, Material and tensile strength **Siemens Steel 40 " "**

Identification Mark **STAR 1- " "**

STAR ALTERNATOR SHAFT

Shaft, Material and tensile strength **Siemens Steel 40 " "**

Identification Mark **LLOYDS. S. 39**

MAIN MOTOR

Shaft, Material and tensile strength **Siemens Steel - 36 Tons tensile**

Identification Mark **LLOYDS. S. 39**

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.....

Is the flash point of the oil to be used over 150°F..... Have the requirements of the Rules for the use of oil as fuel been complied with.....

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.....

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with.....

Is this machinery a duplicate of a previous case..... **Yes.** If so, state name of vessel **"HELICINA"**

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

Survey in accordance with the Rules and approved plans. Forgings for the turbo-alternators and propulsion motor have been made at approved works and found in order during construction. Fabrication of the main motor has been under survey. When built the turbines were run at various speeds up to full and overspeed, the operation of the governors and trip gears noted all found satisfactory. The propulsion motor was run at normal speed and found satisfactory at no load. Turbines and all bearings were examined and found satisfactory when up after running. Both sets have been despatched to Newcastle for installation in the vessel. This machinery is in my opinion eligible to have the notation + LMC when satisfactorily installed in the vessel and proved in order under working conditions.

The amount of Entry Fee ... £ : : When applied for.
Special ... £ 105.0.0 : 17/12/47
Donkey Boiler Fee ... £ : : When received.
Travelling Expenses (if any) £ 103.14.6 : 19

Jan. W. Bell. - R. Bell.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute..... FRI. 16 APR 1948

Assigned..... See F.E. Moly. rpt.



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Foundation