

REPORT ON STEAM TURBINE MACHINERY. No. 3668

Received at London Office

Date of writing Report Sept. 25 1941 When handed in at Local Office 19 Port of Boston, Massachusetts

No. in Survey held at Lynn, Mass. Date, First Survey Dec. 12, 1940 Last Survey March 27, 1941

Reg. Book. 3/5 "Sinclair Reblenis" (Number of Voids 1)

on the Hull No. 1488-89-90-91 Tons 90-91 Gross 90-91 Net 90-91

Built at Quincy, Mass. By whom built Bethlehem Steel Co. Yard No. 1488-9- When built 1941

Engines made at Lynn, Mass. By whom made General Electric Co. Engine No. 48053 When made 1941

Boilers made at By whom made Boiler No. When made

Shaft Horse Power at Full Power Owners Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

Trade for which Vessel is intended

STEAM TURBINE ENGINES, &c.—Description of Engines One turbine connected to 200 KW Generator thru single reduction gears.

No. of Turbines one each single reduction geared to Generators propelling shafts. No. of primary pinions to each set of reduction gearing One

direct coupled to Alternating Current Generator phase periods per second rated 200 Kilowatts 240 Volts at 1200 revolutions per minute;

or supplying power for driving Propelling Motors, Type Auxiliary Machinery and Electric lighting

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

TURBINE	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.
Impulse	5.00	9.60	25.5	25.96-2								
1st Expansion	5.04	1.025	25.56	26.18-2								
2nd	5.73	1.045	25.9	26.6-2								
3rd												
4th												
5th												
6th												
7th												
8th												
9th												
10th												
11th												
12th												
13th												
14th												
15th												
16th												
17th												
18th												
19th												
20th												

Shaft Horse Power at each turbine H.P. 5614 1st reduction wheel

I.P. main shaft 1200

L.P.

Motor Shaft diameter at journals H.P. 3" Pitch Circle 1st pinion 4.6" 1st reduction wheel

I.P. Diameter 2nd pinion main wheel 21.7" Width of Face 1st reduction wheel

L.P. main wheel

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings 1st pinion 5-1/2" 1st reduction wheel

2nd pinion main wheel 5-1/2" main wheel 5-1/2" 1st 4.356

Exible Pinion 1st Pinion Shafts, diameter at bearings 1st 21.88" Generator Shaft, diameter at bearings

2nd diameter at wheel crown, main Propelling Motor Shaft, diameter at bearings 3"

Wheel Shafts, diameter at bearings 1st 2.5" diameter at wheel crown, main Thrust Shaft, diameter at collars as per rule

as per rule as fitted

Intermediate Shafts, diameter as per rule as fitted

Shaft, diameter as per rule as fitted Screw Shaft, diameter as per rule as fitted

Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per rule Thickness between bushes as per rule Is the after end of the liner made watertight in the

as fitted as fitted as fitted as fitted

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

two liners are fitted, is the shaft lapped or protected between the liners

If so, state type Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, diameter Pitch No. of Blades State whether Moveable Total Developed Surface square feet.

Single 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

Feeder No. of Turbines fitted with astern wheels Feed Pumps No. and size How driven

Pipes connected to the Main Bilge Line No. and size How driven

Fast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Engine and Boiler Room In Pump Room

Olds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room

Pumps, No. and size 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 skin of the ship Are they fitted with Valves or Cocks

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

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 brass covering plate

pipes pass through the bunks How are they protected

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

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

arrangement 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

ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from



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