

/ AUXILIARY  
REPORT ON STEAM TURBINE MACHINERY. No. 9270

Received at London Office 18 MAY 1949

Date of writing Report 12 Apr. 1949 When handed in at Local Office 12 Apr. 1949 Port of PHILADELPHIA, PA.

No. in Survey held at Chester, Pa. Date, First Survey 19th March, Last Survey 28th March, 1949

Reg. Book. (Number of Visits two)

on the S.S. "KUWAIT" Tons } Gross

Built at Chester, Pa. By whom built Sun S.B. &amp; D.D.Co. Yard No. 567 When built 1949

Engines made at Fitchburg, Mass. By whom made General Elec.Co. Turb. No. 71566 When made "

Boilers made at - By whom made - Boiler No. 86344 When made -

Shaft Horse Power at Full Power - Owners Gulf Oil Corp. Generator No. 6806335

Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Foreign

TEAM TURBINE ENGINES, &amp;c.—Description of Engines Geared Turbine Generator Set

No. of Turbines Ahead one ~~Direct coupled~~ single reduction geared } to propelling shafts. No. of primary pinions to each set of reduction gearingAstern ~~Direct coupled~~ single reduction geared }

Direct coupled to { Alternating Current Generator 3 phase 60 periods per second } rated 400 Kilowatts 440 Volts at 1200 revolutions per minute;

for supplying power for driving Propelling Motors, Type Auxiliary Machinery and Lighting

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

TURBINE LOADING.	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.
1ST EXPANSION	.440"	19.342"	1									
2ND	.695"	17.597"	1									
3RD	1.110"	17.614"	1									
4TH	1.040"	18.372"	1									
5TH	1.420"	19.102"	1									
6TH	2.200"	20.230"	1									
7TH												
8TH												
9TH												
10TH												
11TH												
12TH												

Shaft Horse Power at each turbine { H.P. 10,059 1st reduction wheel  
I.P. revolutions per minute, at full power, of each Turbine Shaft I.P. main shaft 1200  
L.P. }Rotor Shaft diameter at journals { H.P. 2.50" Pitch Circle { 1st pinion 3.4" 1st reduction wheel Width of { 1st reduction wheel 8-1/4"  
I.P. Diameter { 2nd pinion main wheel 28.5" Face { main wheel 8-1/4"  
L.P. }Distance between centres of pinion and wheel faces and the centre of the adjacent bearings { 1st pinion 6" 1st reduction wheel  
2nd pinion main wheelFlexible Pinion { 1st Pinion Shafts, diameter at bearings External 1st 3" 2nd { diameter at bottom of pinion teeth { 1st 3.1696"  
Shafts, diameter { 2nd Internal 1st { 2nd {Wheel Shafts, diameter at bearings { 1st diameter at wheel shroud, { 1st Generator Shaft, diameter at bearings 3"  
main 4" main 4-1/8" Propelling Motor Shaft, diameter at bearingsIntermediate Shafts, diameter as per rule Thrust Shaft, diameter at collars as per rule  
as fittedTube Shaft, diameter as per rule Screw Shaft, diameter as per rule Is the { tube } shaft fitted with a continuous liner {  
as fitted as fitted { screw }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

propeller boss If the liner is in more than one length are the junctions made by fusion 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 plastic 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 or other appliance fitted at the after end of the tube

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

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

If 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

Condenser No. of Turbines fitted with astern wheels Feed Pumps { No. and size  
How drivenPumps connected to the Main Bilge Line { No. and size  
How driven

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

Are 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

In Holds, &amp;c.

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

Bilges, No. and size Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are 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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are 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

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 brass covering plate

What pipes pass through the bunkers How are they protected

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

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

Is the 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

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



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  
an Auxiliary } Boiler fitted?

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 One set of bearing linings for all bearings, one set of bearing bolts and casing bolts.

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 15th & 16th December, 1948  
During erection on board vessel --- 19th and 23rd March, 1949.  
Total No. of visits four

Dates of Examination of principal parts—Casings 15 Dec. '48 Rotors 15 Dec. '48 Blading 15 Dec. '48 Gearing 15 Dec. '48

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 fired Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Rotor shaft, Material and tensile strength O.H. Steel 111,900 lbs.

Identification Mark LR 202 16-12-48

~~Pinion shaft~~ Shaft, Material and tensile strength

Identification Mark

Pinion shaft, Material and tensile strength O.H. Steel 101,000 lbs.

Identification Mark LR 202 16-12-48

1st Reduction Wheel Shaft, Material and tensile strength O.H. Steel 89,750 lbs.

Identification Mark LR 202 16-12-48

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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The above turbo electric generator sets have been satisfactorily installed on board the vessel, tried out under full working conditions and found in good order.

The amount of Entry Fee ... £ : : When applied for,  
Special ... £ : : As agreed, 9 April, 1949  
Donkey Boiler Fee ... £ : : per F.A.G.  
Travelling Expenses (if any) £ : : When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See First Entry Report attached

NEW YORK APR 27 1949



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