

Report on Steam Turbine Machinery.

No. 1972

FE-3494

4a.

of writing Report. 18th June 1956 When handed in at Local Office OCT. 19 1956 Port of YOKOHAMA & KOBE Received at London Office 31 OCT 1956
 in Survey held at Hitachi, Japan Date, First Survey 28th June 1955 Last Survey 14th April 1956
 Book & Innoshima (Number of Visits 81 (YKA) 42 (INN) Total 123)
 on the Single Twin Triple Quadruple Screw Vessel S.S. "Naess Venturer" Tons (Gross 2088 1/2 Net 1520 7/30)
 Hitachi Shipbuilding and Engineering Co., Ltd. Innoshima Shipyard Yard No. 3777 When built 7Mo. 1956
 Hitachi, Japan By whom made Hitachi Works, Hitachi Ltd. Engine No. M-150 When made 4Mo. 1956
 Hitachi & Yokohama, Japan By whom made Ltd. assembled by Babcock Boiler No. BHC-3172-2 When made 3Mo. 1956
 Maximum 15,000 Owners Port belonging to Monrovia
 Service 13,500 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 3,000 N. as per Rule
 Ocean going

STEAM TURBINE ENGINES, &c.—Description of Engines. Multistage Impulse Turbine
 of Turbines Ahead 2 Direct coupled, single reduction geared to Main propelling shafts. No. of primary pinions to each set of reduction gearing HP-1 LP-1
 Astern 1 double reduction geared One
 Direct coupled to Alternating Current Generator phase periods per second rated Kilowatts Volts at revolutions per minute;
 supplying power for driving Propelling Motors, Type Direct Current Generator
 ed. Kilowatts Volts at revolutions per minute. Direct coupled, single or double reduction geared to propelling shafts.

TURBINE	H. P.	I. P.	L. P.	ASTERN.
ADING.	8		8	3
No. of rows				
No. of stages				
No. of rows in each stage				

ft Horse Power at each turbine H.P. 6,800 I.P. 8,200 L.P. 8,200
 or Shaft diameter at journals H.P. 100mm & 115mm I.P. 165mm L.P. 165mm
 Pitch Circle Diameter 1st pinion 250.23mm 2nd pinion 615.34mm
 1st reduction wheel 217.97mm 2nd reduction wheel 2068.87mm
 main wheel 4214.66mm
 1st pinion 140mm 2nd pinion 136mm
 1st reduction wheel 340mm 2nd reduction wheel 245mm
 main wheel 2188.57mm
 1st pinion 120mm 2nd pinion 160mm
 1st reduction wheel 160mm 2nd reduction wheel 165mm
 main wheel 165mm
 distance between centres of pinion and wheel faces and the centre of the adjacent bearings
 1st LP 120mm HP 160mm
 2nd LP 165mm HP 165mm
 Pinion Shafts, diameter at bearings 1st 240mm 2nd 610mm
 diameter at wheel shroud, adjacent to coupling
 wheel Shafts, diameter at bearings 1st 240mm 2nd 610mm
 main 610mm
 Intermediate Shafts, diameter as per rule 505mm
 as fitted 505mm
 Propeller Shaft, diameter as per rule 590mm
 as fitted 590mm
 Screw Shaft, diameter as per rule 590mm
 as fitted 590mm
 Is the tube screw shaft fitted with a continuous liner Yes
 Thrust Shaft, diameter at collars as per rule 549.5mm
 as fitted 549.5mm
 Is the after end of the liner made watertight in the

Brass Liners, thickness in way of bushes as per rule 32.75mm
 as fitted 32.75mm
 Thickness between bushes as per rule 31.75mm
 as fitted 31.75mm
 Is the after end of the liner made watertight in the
 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 so, state type
 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 Length of Bearing in Stern Bush next to and supporting propeller 2,397mm
 Propeller, diameter 6,800mm Pitch 4,630mm No. of Blades 5 State whether Moveable Solid Total Developed Surface 235 square feet.
 Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine Yes Can the H.P. or I.P. Turbines exhaust direct to the
 condenser Yes No. of Turbines fitted with astern wheels 1 Feed Pumps No. and size 2-@35T/H. 60 kgs/cm²
 How driven st. turbine driven
 Pumps connected to the Main Bilge Line No. and size 1-15 M³/H 35M 1-160M³/H. 25M, 1-160M³/H, 35H
 How driven Electric motor driven
 Lubricating Oil Pumps, including Spare Pump, No. and size 2-@140M³/H 35M
 two independent means arranged for circulating water through the Oil Cooler
 Branch Bilge Suctions, No. and size:—In Engine Main P.R. 1-2" 1-2" Aux. P.R. 1-2" 1-2"
 In Pump Room 1-2" 1-2" 1-2" 1-2"
 Boiler Rooms 3-@2"d, 3-@4"d, 1-5"d, 1-6"d
 Holds, &c. 1-2", chain locker 1-2", coeff. 10/102 2-2 1/2", Gen. cargo space 2-@2" coeff. 53/54 1-2" coeff. 29/30 1-2"

in Water Circulating Pump Direct Bilge Suctions, No. and size 1-18"d
 Direct Bilge Suctions to the Engine and/or Boiler Room
 No. and size 1-6"d, 1-2"d, 1-2"d
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes
 Are they fitted with Valves or Cocks Yes
 Are they fixed sufficiently 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
 below Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass
 Are they protected
 Have they been tested as per rule Yes
 All Pipes, Cocks, Valves and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

Boilers, &c.—Total Heating Surface of Boilers Boiler 8520 x 2 = 17040 ft² Super 1300 x 2 = 2600 ft² Econo. 4978x2=9956 ft²
 Forced Draught fitted Yes No. and Description of Boilers 2-Babcock & Wilcox Integral Furnace Working Pressure 700lb/in²
 Report on Main Boilers now forwarded? Yes Type

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