

● When the end of the war was in sight the French government began laying plans for rebuilding their merchant marine. One of the first contracts awarded by the French Supply Council went to the Tampa Shipbuilding Company, Inc., Tampa, Florida, for the construction of six 372-ft, 7200-hp twin-screw motor cargo vessels. The contract was awarded on March 15, 1946, after negotiations which started as early as September, 1945. The first of the ships slid down the ways on May 12, 1947 and was delivered to the owners on September 6. It is interesting to note that the designs for these ships were

developed and tested during the period of German occupation.

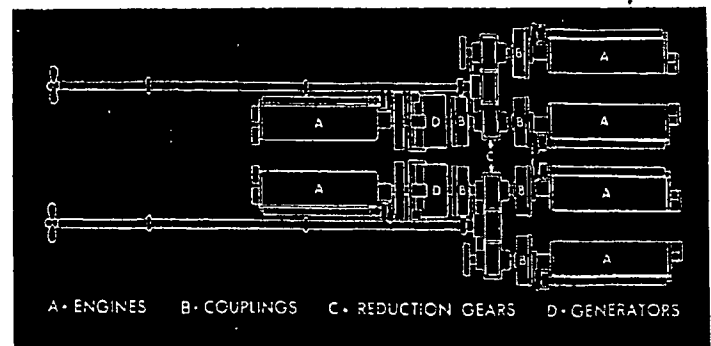
These ships were designed and built for operation between northern France and French Africa. Their cruising radius is 4500 miles. Careful designing and planning have resulted in well-balanced and attractive ships, which have evoked considerable interest throughout maritime circles, here and abroad.

The arrangement of the power and propulsion plant in these vessels is interesting and unusual. The plant consists of six Nordberg 6-cylinder, 1200-hp Diesel engines, each engine being equipped with an Elliott-Buchi turbocharger. All six engines are connected to the two propelling shafts through Elliott electromagnetic couplings and Farrel-Birmingham reduction gears. Although the six engines are all of the same power, four are considered main propulsion engines and are reversible, while two are considered auxiliary engines and operate in the ahead direction only. The non-reversible engines have a dual function. Each engine is directly connected to an Elliott 600-kw, 240-volt, direct-current generator for auxiliary power, and in tandem with an Elliott electromagnetic slip coupling and gears for connection to gear drive shaft. When it is desired to operate the ship at full power, or for emergency in the ahead direction, the generator fields are de-energized and the coupling fields energized and the engine then becomes a propelling unit. The engine controls are so arranged that it is impossible to energize the generator fields and the electromagnetic coupling at the same time.

Although the vessels will be at sea for more time than in port, rapid loading and discharging of cargo is an important factor. Large electrical capacity was therefore installed for this reason and because no additional generators would be required if refrigeration for preserving the perishable

Left—Close-up of two of the Elliott-Buchi turbochargers which are installed on each of the six Nordberg 1200-hp engines on each vessel.

Below—Simplified drawing showing arrangement of the six engines, couplings, gears, and generators:



A • ENGINES    B • COUPLINGS    C • REDUCTION GEARS    D • GENERATORS