

and has been smoothed down as necessary.

The minimum clearance between the rotor blades and diaphragm with shaft hard up against the ahead face before alterations to thrust adjustment was H.P. .150", L.P. .257".

The flexible couplings and bearings, thrust block and bearings (Michell type), tunnel shaft journals and top halves of tunnel blocks have been examined and are satisfactory.

The shafts, shaft bearings and the teeth of the reduction gear have been examined and found satisfactory. The teeth have also been tried with the Makers' gauges and these were found to fit properly.

In conformity with a request from the Engineering Department, H.M. Dockyard, and concurrence by cablegram from this Society, the auxiliary machinery which had been reported defective and refitted have been examined, the others were seen whilst working and are in good condition. The condenser has been tested under a head of water. The underwater fittings have been examined and refitted as necessary. The electrical equipment is satisfactory.

Wear down of rotor shaft, (present readings).

H.P. Ford. .024"	Aft .026"
L.P. Ford. .026"	Aft .020"

Turbine thrust clearances.

H.P. Ford. .292")	.021" as found.	<u>Note</u> .015" liner removed from aft to forward.
Aft .271")		
Ford. .278")	.020" as left.	
Aft .258")		
L.P. Ford. .287")	.022" as found.	
Aft .265")		
Ford. .289")	.024" as left.	
Aft .265")		

Main thrust clearance.

.070"	as found.
.049"	as left.

Bearing surface on the teeth of pinions and man wheel.

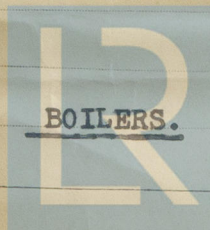
Ahead	90 %
Astern	60 %

Wear down of main wheel shaft, (present readings).

Ford.	.055"
Aft	.050"

Wear down of pinion shafts, (present readings).

H.P. Ford.	.023"
Centre	.023"
Aft	.025"
L.P. Ford.	.023"
Centre	.023"
Aft	.025"



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BOILERS.

There are four boilers of the cylindrical single ended return tube type, each having four corrugated furnaces with separate combustion chambers. The boilers are oil fired and fitted with Howden's forced draught system.

The boilers have been examined internally and externally and found satisfactory. The defects to the shell, combustion chambers and furnaces, reported in 1934, have not increased and are not active. In accordance with previous instructions from the Admiralty, a number of combustion chamber stays which were found worn $\frac{1}{2}$ " below the original diameter have now been renewed,

No.2 boiler 18 stays

No.3 boiler 15 stays

No.4 boiler 33 stays.

On completion of survey and repairs the boilers were satisfactorily tested by water pressure to 285 lbs per sq.inch. Deflection meters were fitted in the furnaces and combustion chambers and maximum deflections varied from $1/16$ " compression to $1/16$ " expansion, and on release of pressure left no permanent set.

P. J. Calcaterra

Not held

It is submitted that
this vessel is eligible for
THE RECORD. FILE 2-37

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