

No. 104585

Received at London Office

Number of Visits... 135 .....

Tons { Gross  
Net

### M TURBINE ENGINES, &c.—Description of Engines

coupled to { Alternating Current Generator.....phase.....periods per second  
Direct Current Generator

Kilowatts.....Volts at.....revolutions per minute.

BINE ING.	IMPULSE (EFFECTIVE)			H. P. A.P.			I. P.			L. P.			ASTERN		
	HEIGHT OF BLADES	DIAMETER AT TIP	ROTOR NO. OF ROWS.	HEIGHT OF BLADES	DIAMETER AT TIP	ROTOR NO. OF ROWS.	HEIGHT OF BLADES	DIAMETER AT TIP	ROTOR NO. OF ROWS.	EFFECTIVE HEIGHT OF BLADES	DIAMETER AT TIP	ROTOR NO. OF ROWS.	HEIGHT OF BLADES	DIAMETER AT TIP	ROTOR NO. OF ROWS.
Expansion	17/32 R 15/32	20.5	2	13/8	22.94	11	27/8	32 4/68	3	1/2	1/8	3/6	4-4"	1	1
	9/16	17.375	1	1 1/16	23.565	10	35/8	3'-6.17"	3	7/8	2 1/6	3'-6"	4-4"	1	2
	9/16	17.75	1	2 1/8	24.43	9	4 3/16	3'-7.295"	2	1 1/2	1 5/16	3'-6"	4-4"	1	2
	19/32	18.125	1	2 5/8	25.42	9	5	3'-8.91"	2		3 5/8	4-4"			
	5/8	18.5	1	3 3/8	26.91	8	6" 8/64	3'-10.4/3'-11.4"	2						
	21/32	18.875	1	4 1/8	28.4	7	7 1/2	4'-1.38"	2						
	23/32	19.25	1				8	4'-2.87"	1						
	25/32	19.625	1				8	4'-2.87"	1						
							8	4'-2.87"	1						

t Horse Power at each turbine I.P. 1500 " Revolutions per minute, at full power, of each Turbine Shaft I.P. 2296. L.P. 1500 " L.P. 2296 main shaft 114.

r Shaft diameter at journals I.P. 6 3/4" ✓ Pinion check Diameter 2nd pinion 6.8558" main wheel 136.9012 Face main wheel 29" ✓  
L.P. 7 1/2" ✓ 14 1/2"

ance between centres of pinion and wheel faces and the centre of the adjacent bearing

2nd pinion 248. BEARING main wheel 2-72

Pinion Shafts, diameter at bearings	Internal	1st { 1 1/2"	2nd { 2"	diameter at bottom of pinion teeth
				2nd 6.2792

el Shafts, diameter at bearings } main 15" ✓ diameter at wheel shroud, } main 11'-0 1/4" Propelling Motor Shaft, diameter at bearings: —

Intermediate Shafts, diameter as fitted..... 13.75" ✓

e Shaft, diameter as fitted.....  $2\frac{3}{4}$ "

as fitted.....25/32.....✓..... as fitted.....1/32.....✓.....

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.

No. 1 If so, state type ☒ Length of Bearing in Stern Bush next to and supporting propeller 31.5

Single Screw, are arrangements made so that steam can be led direct to the L.P. Turbine No. 1. Can the H.P. or I.P. Turbines exhaust direct to the

denser **Yes.** No. of Turbines fitted with astern wheels **TWO.** Feed Pumps } How driven. **Str Turbines driven.** || **FEED & STEAM DRIVEN**

How driven *Steam recip.*

4. Are bilge pumps arranged for circulating water through the Oil Cooler **YES** Suctions, connected both to Main Bilge Pumps and Auxilia

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

in Water Circulating Pump Direct Buge Suctions, No. and size..... 1 1/2 inch Independent Power Pump Direct Suctions to the Engine Room..... 4 in

*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 bulges.*

they fired 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?

1105 What wires pass through the bunkers NIL. How are they protected. ✓

What pipes pass through the deep tanks? 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565.

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.

Cent's over A



