

Exhaust Steam Turbines for the

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Exhaust Steam Turbines for the "ELISABETH MAERSK" and
"JOHANNES MAERSK", proposed by Messrs. Atlas Maskinfabrik.

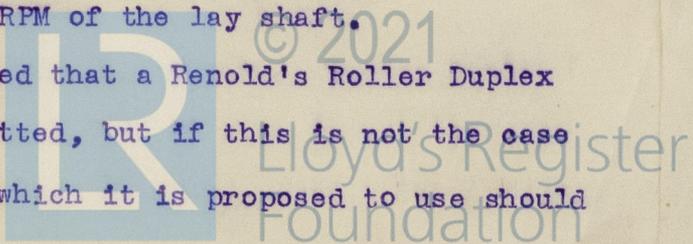
The Copenhagen Surveyors have forwarded plans of some details of an exhaust steam turbine installation which it is proposed to add to the existing steam reciprocating engines of these vessels, and they state that the remaining details are as approved in the Secretary's letter of the 14th November, 1932, for the "JOHANNES MAERSK" but fitted in the "CORNELIA MAERSK", a sister vessel.

In this system, which was installed on board the "CORNELIA MAERSK" in April, 1933 the power from the exhaust steam turbine is transmitted to the intermediate shaft by means of reduction gearing and a chain drive.

IT IS SUBMITTED that the plans of flexible chain wheel merit approval, provided the wheels be constructed as shown on the plans and the whole of the work be to the Surveyors' satisfaction.

It is noted that the flexible coupling, friction clutch and lay shaft will be constructed in accordance with the plans approved in the Secretary's letter of the 14th November, 1932 and this is in order with an exhaust steam turbine developing 250 SHP at 345 RPM of the lay shaft.

It is concluded that a Renold's Roller Duplex Chain No. 114206 will be fitted, but if this is not the case full details of the chain which it is proposed to use should



be forwarded for consideration.

It is further concluded that the reciprocating engines will develop 850/860 IHP and that the revolutions per minute of the straight shafting will be about 78 when the reciprocating engines and the exhaust turbine are working in conjunction, and in these circumstances the sizes of the existing shafting, viz:- intermediate 265 mm. thrust 280 mm. and screwshaft 300 mm. diameter merit approval in accordance with the Society's usual practice.

It is however desired that the Surveyors will confirm the above conclusions.

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W.G.F.

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