

SOCIEDAD ESPAÑOLA DE CONSTRUCCIÓN NAVAL

LINEACION ARSENAL REGISTER,
LONDON.

FERROL

19

REC'D 7 JUN 1919
ANS'D

May 29th 1919
Ferrol

The Secretary, London

Dear Sir,

In reply to your letter of the 20th inst
respecting the First Entry Report on the
Steamer CONDE DE ZUBIRIA I have to
inform you that the Turbine revolutions
at full power should have been reported
as 2,400 & those of the propeller as 80
the mistake having arisen through the fact
that this speed was not attained on the
trial trip but only that as stated in the
report; this being due to the inferior class
of coal used.

I understand that with a better class of coal
the machines are running at full power viz
SHP 1300.

The shaft horse power is only estimated as
there is no torque measurement instrument
fitted.

The Thrust shaft is fitted as stated in the
report i.e. 10⁵/₈" diameter and I was

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Given to understand before leaving England that these machines, which were then in course of construction, were being built to class & therefore had then been under consideration.

The plans, I understand, date back to 1915 i.e. three years before I came to Spain.

The S.I.P. is estimated at 1300 but it is very doubtful if this power is actually developed.

The Thrust, in this case, is taken by a Mitchell block which on the trials ran absolutely without temperature & therefore the friction must be at a minimum. In the circumstances my opinion is that the acceptance of the Thrust diameter as fitted is worthy of the favourable consideration of the Committee.

I am, Dear Sir,

Yours faithfully

Arthur H. Palmer

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Referred to the Chief Engineer Surveyor.

Carey

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