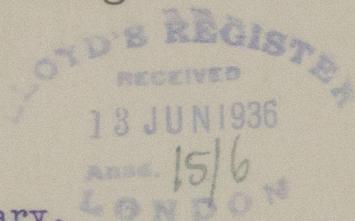




Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.



12th June 1936.

Reference

E.

The Secretary,
LONDON.

Dear Sir,

White's Marine Eng. Co's Eng. No. 4C
for J. L. Thompson & Sons' Yard No. 573.
s.s. "ST. HELENA".

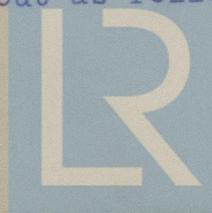
In reply to your letter of the 11th inst. we beg to point out that, while the gearing is designed to be capable of dealing with 1800 H.P., this power is not being transmitted in the present instance.

We might add, it is Messrs. White's intention to use this gearing design with larger engine power up to the designed figure.

In the case under consideration the output of the machinery is as follows :-

Reciprocating Engine	920 IHP x 190	= 828 SHP
L.P. Turbine		= 640 BHP
	(the figure given by Hawthorn Leslie)	
TOTAL		= <u>1468 SHP</u>

Using this figure, the NHP works out as follows :-



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W1153-0045 2

White's M.E.Co's Eng. 4C.

12th June 1936.

$$\begin{aligned} & \frac{820}{1500} \left(\frac{\text{total SHP}}{6} + \frac{\text{heating surface}}{12} \right) \\ = & .5467 \left(\frac{1468}{6} + \frac{.3730}{12} \right) \\ = & .5467 (244.67 + 310.83) \\ = & 304 \text{ which is the NHP given in the 1st Entry Report.} \end{aligned}$$

We are, Dear Sir,

Yours faithfully,

THE SURVEYORS,
per *A Watt*



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WHS 10045 2/2

7/10

Referred to the Chief Engineer Surveyor

Handwritten initials

13 JUN 1936

*Noted by
F.V. 15/6/36.*

Handwritten notes:
has
to be
taken
into
account

to use the same as the one used in the 1920's

1920's 1400 + 210.00

1900's 1000 + 1000

1900's 1000 + 1000

