

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

Enclosures.

Your Ref: RML/PT.

8th October 1937.

Dear Sirs,

E.

Messrs. White's Marine Engineering Co. Ltd.
Messrs. J.L. Thompson & Sons' Yard No. 579
(Engine No.15C).
Messrs. Bartram & Sons' Yard No.370 (Engine No.14C)

I duly received your letter of the 29th ultimo, forwarding plans showing details of the gearing to be supplied by your good selves in connexion with the above contracts, and I have to say that your remarks have been carefully noted.

With regard thereto I have the pleasure to acquaint you as follows:-

Engine No.14C.

With double compound steam reciprocating engines for open sea service, having 2 H.P. cylinders 10.5/8" diameter, 2 L.P. cylinders 21 1/2" diameter, by 13" stroke, working pressure 340 lb. per sq. inch, working in conjunction with an exhaust steam turbine on the White's system, developing a combined equivalent I.H.P. of 2000, consisting of 1000 I.H.P. at 310 revolutions per minute and 1000 equivalent I.H.P. at 3430 revolutions per minute developed by the reciprocating engine and steam turbine respectively, and revolutions per minute of the propeller 62, the following sizes of main gearing

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White's Marine Engineering Co. Ltd's Engines Nos. 14C & 15C.

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Engine No. 14C (Cont.)

shafting will be approved, viz:-

Main wheel.....	13.75".
Turbine 1st reduction pinion..	4.75".
Turbine 1st reduction wheel...	9.5" with 5.5" hole.
Turbine 2nd reduction quill...	5.25".
Turbine 2nd reduction pinion..	9.5" with 5.5" hole.
Reciprocating engine pinion...	8.875" with 6" hole.

Engine No. 15C.

With double compound steam reciprocating engines for open sea service, having 2 H.P. cylinders 10 $\frac{3}{4}$ " diameter 2 L.P. cylinders 21 $\frac{1}{2}$ " diameter, by 13" stroke, working pressure 240 lb. per sq. inch, working in conjunction with an exhaust steam turbine on the White's system, developing a combined equivalent I.H.P. of 2100, consisting of 1100 I.H.P. at 320 revolutions per minute and 1000 equivalent I.H.P. at 3600 revolutions per minute developed by the reciprocating engine and steam turbine respectively, and revolutions per minute of the propeller 64, the following sizes of main gearing shafting will be approved, viz:-

Main wheel.....	13.75".✓
Turbine 1st reduction pinion..	4.75".✓
Turbine 1st reduction wheel...	9.5" ✓ with 5.5" hole.
Turbine 2nd reduction quill...	5.25"✓
Turbine 2nd reduction pinion..	9.5" with 5.5" hole.
Reciprocating engine pinion...	8.875"✓ with 6" hole.

The plans showing arrangement of gearing, as shown and amended, will also be approved.

It is recommended that in each case the diameter of the reciprocating engine quill shaft made from steel having a tensile strength of 55/65 tons per sq. inch, should

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White's Marine Engineering Co. Ltd's Engines No.14C & 15C.

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be not less than $5.9/16"$, instead of $5.7/16"$ as proposed.
In this connexion I have to confirm the recent conversation
over the telephone with your Mr. Hughes, when it was intimated
that this increased size of shaft would be fitted.

I return herewith one copy of each of the plans Nos.
48020 and 48496.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Copy handed to London
Surveyors with 2 plans.

Messrs. The Power Plant Co. Ltd.,
WEST DRAYTON, MIDDLESEX.



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