

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

29th May, 1933.

Dear Sirs,

I duly received your letter of the 18th instant forwarding plans, in duplicate, of the exhaust turbo-electric installation proposed by Messrs. Metropolitan Vickers Electrical Co. Ltd. for the s.s. "CITY OF VENICE", and with regard thereto I have to acquaint you that with steam reciprocating engines for open sea service having cylinders 28½", 39½", 57" and 82" diameter by 54" stroke, working pressure 230 lb. per sq. inch, combined with an electric motor coupled direct to the intermediate shafting, the IHP developed by the reciprocating engine being 4525 at 89 revolutions per minute, the SHP of the motor being 1400, the exhaust turbine running at 3000 revolutions per minute and the generator at 750 revs. per minute through single reduction gearing, the following sizes of shafting will be approved, provided in no case the sum of the tensile breaking strength and corresponding elongation measured on the Society's standard test piece be less than 57, viz:-

| | |
|--------------------------------------|--|
| Flexible shaft coupled to turbine... | 3½" and 4½" at bearings. |
| Primary pinion shaft | 6" dia. with 4" dia. central hole at bearings |
| Gear wheel shaft | 7" dia. at bearings. |
| Turbine shaft | 4½" dia. at bearings. |

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S.S. "CITY OF VENICE".

Generator shaft 6" dia. at bearings.

Propulsion motor shaft 15½" diameter at forward end and
16" diameter at bearings and at
after end.

The following plans will also be approved:--

Drg. No. 800852 (Wellman-Bibby Coupling)

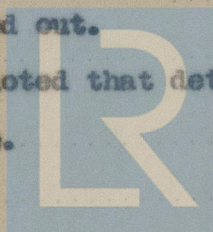
Drg. No. D. 652028 (Wheel Forgings)

Further, the outline plans of the generator and
main propulsion motor are noted.

With reference to your statement that the SHP is
1680 I have to point out that in a letter dated 20th April,
the Belfast Surveyors stated that the SHP of the turbine
would be 1400 with an equivalent IHP of 1575, and it is
concluded the latter figures are correct but I shall be glad
if you will confirm this.

The proposals for cables and connections will
be approved, subject to their being installed and supported
in accordance with the Rules and the watertight through being
to the satisfaction of the Belfast Surveyors, where the work
will presumably be carried out.

It should be noted that details of items 78 to 81
on the plan are incomplete.



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S.S. "CITY OF VENICE".

One set of the plans is being returned to you,
under separate cover, and one set is being retained, together
with the plan of the proposed arrangement of cables.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

MANCHESTER.



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