

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.

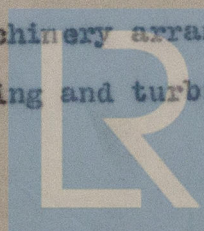
12th May, 1930.

Dear Sirs,

H.  
1/6 W249-0100

With reference to your letter of the 7th instant forwarding for consideration plans in duplicate of a low pressure exhaust turbine and double reduction gearing proposed by Messrs. The Parsons Marine Steam Turbine Co. Ltd. to be fitted to the existing machinery of the steamer "KINGSWOOD", I am directed to acquaint you that with steam reciprocating engines for open sea service having cylinders  $24\frac{1}{2}$ "  $40\frac{1}{2}$ " and 68" diameter by 45" stroke, working pressure 200 lb., per sq. inch, combined with an exhaust steam turbine by means of double reduction gearing, the reciprocating engine developing 1480 IHP and the exhaust steam turbine developing 575 SHP at the primary pinion when working in conjunction at 65.5 revolutions of the propeller per minute, screwshaft fitted with continuous liner and propeller 18 feet in diameter, the sizes of existing shafting, viz:- Crankshaft  $13\frac{1}{2}$ ", intermediate  $12\frac{3}{4}$ " and propeller shaft  $14\frac{1}{4}$ " diameter and proposed size of new thrust shaft, viz:-  $13\frac{1}{2}$ " diameter at collar will be approved.

The plans of machinery arrangement, gearing arrangement, elastic coupling and turbine casing will also be approved.



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It is noted the gearing has been designed to take a load equal to any that may be produced by the full torque of the reciprocating engine during sudden reversals under full steam, and that any shock stresses to which the gearing may be subjected due to varying torque of the engine will be absorbed by the elastic coupling incorporated in the first reduction gear wheel.

One set of four plans is returned herewith, and the duplicate set has been retained.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

NEWCASTLE/TYNE.

3/2 W 249 - 0100



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