

5th May, 1930.

S.S. "Kingswood".
Engine N° 270.

The machinery comprises a Low Pressure Turbine, taking steam from the exhaust branch of the L.P. Cylinder of the reciprocating engine, and driving the main shaft through double reduction gearing.

In order to avoid shock on the teeth arising from the varying turning moment of the reciprocating engine an elastic coupling is incorporated in the primary wheel of the gearing. This coupling embodies both elastic and frictional transmission and thus effectively absorbs any shock. The plates of the coupling are alternately connected to the inner and outer members and pressed together by light longitudinal springs with a pre-determined pressure. The transmission is through stiff springs and the slipping of the friction plates is therefore limited to the extent of the compression of these springs, the stress in which latter does not exceed 3 or 4 tons per square inch. Elastic couplings of this type were fitted about 6 years ago on the T.S.S. "Menelaus", and no trouble has been experienced whatever in service.

Exhaust steam from the reciprocating engine is diverted directly to the condenser, when reversing, by a change-over valve which is connected to the reversing gear of the reciprocating engine. The turbine rotating in vacuum can be reversed along with the engine without any undue stress upon the gearing.

A standard double claw coupling is fitted in the shaft between the turbine and pinion.

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THE PARSONS MARINE STEAM TURBINE
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Some further notes regarding this type of machinery
were published in "FAIRPLAY", May 23rd 1929, and copies of same
are attached hereto.



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S/S "Kingswood"

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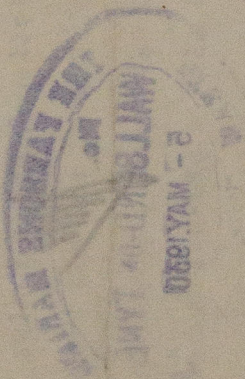
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Some further notes regarding this type of machinery.

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