

COPY.
PORT OF

26th March 1920.

Dear Sirs,

Having compared the Amended Sheets of the particulars of the Reduction Gearing to be made by you for Engines No. 557 with those already approved for Messrs. John Brown & Co's Nos. 492, I have to acquaint you that with Turbine Machinery of 6950 total S.H.P. the H.P. and I.P. turbines running in tandem at 2810 revolutions per minute, the H.P. at 1810 and the main shaft at 92, the proposed sizes of shafting of the double reduction gear, viz:- H.P., I.P. and L.P. rotor shaft journals 3 $\frac{1}{2}$ ", 4 $\frac{1}{2}$ " and 8 $\frac{1}{2}$ " diameter respectively; H.P. and I.P. pinion shaft at journals 6" diameter with 2 $\frac{1}{2}$ " hole; L.P. pinion shaft at journals 8 $\frac{1}{2}$ " diameter with 4" hole; 2nd. reduction pinion shaft at journals 16" diameter with 8" hole, and between pinion and wheel 29 $\frac{1}{2}$ " diameter with 8" hole; main gear wheel journals 20" diameter; thrust shaft 19" diameter, tunnel shaft 18" diameter and screw shaft 19 $\frac{1}{2}$ " diameter, will be approved. It is concluded that the screw shaft is fitted with a continuous liner, and that the diameter of propeller is not greater than 23'8".

I am, Dear Sirs,
Yours faithfully,

Messrs. Wm. Beardmore & Co. Ltd.,

DALMUIR.



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COPY
PORT OF

28th March 1920.

Dear Sirs,

Having compared the Amended Sheets of the
Specification of the Reduction Gearings to be made by you for
Engines No. 257 with those already approved for Messrs. John
Brown & Co. Nos. 492, I have to acquaint you that with turbines
running at 2500 total R.P.M. the R.P. and I.P. turbines running
in tandem at 2510 revolutions per minute, the R.P. at 1810 and the
I.P. at 92, the proposed sizes of shafts of the double
reduction gear, viz:—R.P., I.P., and A.P. rotor shaft journals
12" diameter respectively; R.P. and I.P. pinion
shafts 6" diameter with 2 1/2" hole; A.P. pinion shaft
at journals 4 1/2" diameter with 1 1/2" hole; End. reduction pinion
shaft at journals 16" diameter with 3" hole, and between pinion
and wheel 20 1/2" diameter with 3" hole; main gear wheel journals
20 1/2" diameter, thrust shaft 19" diameter, tunnel shaft 18" diameter
and power shaft 19 1/2" diameter, will be approved. It is concluded
that the power shaft is fitted with a continuous liner, and that
the diameter of propeller is not greater than 25' 6".

I am, Dear Sirs,
Yours faithfully,

Messrs. Wm. Beardmore & Co. Ltd.,

DALMEIR.



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