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Lloyd's Register  
Foundation



WHEELS (continued)

	PRIMARY			MAIN
	HP	MP	LP	
Material of rims, state nominal composition	F.S.		F.S.	F.S.
Tensile strength, tons per sq. in./kg. per sq. mm.	-		-	-
Diameter of shaft at bearings, inches/mm.	16		16	21
Material of shaft	-		-	-
Tensile strength, tons per sq. in./kg. per sq. mm.	-		-	-

Have wheels been statically balanced? ☐ No

Are wheel bodies connected to the shafts by bolts? ☐ No

Are rims shrunk on, or bolted to bodies, or attached by welding? ☐ Welding

If shrunk, has the shrinkage allowance been checked and found as approved? ☐ -

If hobbled, name and serial no. of hobbing machine ☐ -

Name and serial no. of machine used for finishing process ☐ -

method ☐ -

Is gearcase of cast or welded construction? ☒ welded

means been supplied for verifying that gearcase is free from distortion when secured in ship? ☐ Yes

at thrust collar ☐ 21"

What is the backlash? (state whether measured circumferentially or normal to the teeth) ☐ HP: 1st stage gear 0.0177", 2nd stage gear 0.0177"

LP: 1st stage gear 0.020", 2nd stage gear 0.0032".

and wave length, pinions ☐ -

Maximum adjacent pitch error normal to teeth, if measured, pinions ☐ -

wheels ☐ -

If gearing is a duplicate of a previous case, state name of ship ☐ -

The foregoing description of reduction gearing is correct.

GENERAL REMARKS

State if the gearing has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials, workmanship. This report should be forwarded to the Head Office with the First Entry report on the machinery. When gearing is made at a Port other than the Port of installation, the Surveyors at the former should send this report to the Surveyors at the Port of installation as soon as possible after completion of the gear. The latter should complete the Declaration below and send the report to the Head Office with their First Entry report on the machinery.

This gearing was specially checked at various noise levels and from 42 up to 85 r.p.m. of the propeller, there was very noticable rough running but not considered to be of a serious nature. This condition is stated to have been evident since the tooth profile was dressed by grinding to correct surface contact, about 3 years ago.

Survey fee

Expenses

Date when a/c rendered

IDENTIFICATION MARKS

PRIMARY PINIONS Not clear.

PRIMARY QUILL SHAFTS Not clear.

SECONDARY PINIONS Not clear.

SECONDARY QUILL SHAFTS Not clear.

FLEXIBLE COUPLINGS Not clear.

PRIMARY WHEEL RIMS Not clear.

PRIMARY WHEEL SHAFTS Not clear.

MAIN WHEEL RIM Not clear.

MAIN WHEEL SHAFT Not clear

DECLARATION TO BE COMPLETED AND SIGNED BY THE SURVEYOR AT THE PORT OF INSTALLATION

The above reduction gearing ~~has been~~ fitted on board the "AUSTRALIAN PROGRESS" at ☐ ☐ found satisfactory when tested on the (date) 2nd December, 1964 under full-power working conditions for 4 hours hours and when examined subsequently.

DATE OF COMMITTEE FRIDAY -2 APR 1965

DECISION See Rpt. 1

Y. Kojima  
Engineer Surveyor to Lloyd's Register of Shipping

W.A. Cook  
Engineer Surveyor to Lloyd's Register of Shipping

W.A. Cook  
Engineer Surveyor to Lloyd's Register of Shipping  
Foundation