



In view of the vibration stated to have been experienced with this turbine, the gear cover was removed for examination of the H.P. pinion and it was found that this pinion had been fitted incorrectly at some time in the past, as the ends of pinion and reduction wheel shrouds were out of line at least half an inch, thereby reducing the fore and after movement of the claw coupling to a maximum of .125" in lieu of .375".

The claw coupling was found to be in a very badly worn condition and the teeth of the after section .250 inches slack.

REPAIRS NOW DONE:-

Thrust:- Bronze pads built up E.W. and re-white metalled. Spherical cast iron holder built up and re-machined and all clearances adjusted as original.

NB. As the pads are wedge shaped, and fitted into slots of similar pattern it is believed that wear on the lower circumferences of the pads, due to vibrations had caused upper pads to drop, and become jammed on their vertical edges.

H.P. pinion lifted and refitted in its correct position.

Claw coupling:- Ship's spare male and female pieces fitted in place of worn after sections. Forward sections dressed by hand as far as practicable, and refitted. The latter section of the coupling shows a minimum clearance of .062 inches and requires renewal, but there is no spare available, on board ship.

Upon assembly of the pinion and claw coupling, the pinion bobbin shaft was clock gauged from the rotor shaft and found out of alignment .025 inches, and its bearing has now been machined as necessary. It must be noted that the latter bearing had apparently been fitted .025" too high at some previous date.

The turbine and pinion journals were bridge gauged and found satisfactory.

Due to port regulations, it was not possible to carry out the necessary trial of main engines before vessel left, but a trial was made outside the port before leaving for Tripoli, and the Master has wireless engine trials satisfactory.

NOTE:-

A considerable quantity of powdered bronze is being removed at frequent intervals from the main oil filters.

From the appearance of the H.P. turbine forward journal, this is possibly slightly oval.

It is now recommended that the forward section of the H.P. claw coupling be renewed upon completion of present contemplated voyage via Eastern Mediterranean ports to a North Sea Port of Discharge.

SPARE GEAR:-

Vessel has on board only one half set of H.P. main turbine thrust pads.

L.P. Turbine:-

Thrust opened for examination and found in good condition.

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