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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

Enclosures.

14th August, 1929.

Dear Sirs,

I am in receipt of your letters of the 8th and 10th instant, forwarding for consideration plans relating to the conversion of the machinery of the steamer "CITY OF CAMBRIDGE" by the addition of a Bauer Wach Turbine and Gearing, and have to acquaint you that with steam reciprocating engines for open sea service having cylinders 26", 37", 53" and 76" diameter by 51" stroke, working pressure 225 lb. per sq. inch, combined with an exhaust steam turbine on the Bauer Wach system, the reciprocating engine having an I.H.P. of 3040 and the exhaust turbine a S.H.P. of 1240 at the primary pinion, and 83 revolutions per minute of the intermediate shaft, when the reciprocating engine and turbine are working in conjunction, the size of the existing intermediate shaft, viz:- 14½" will be approved.

Further, the following sizes of proposed new shafting as shown on the plans will be approved, viz:-

Thrust Shaft	425 mm. dia.	Sketch 25854
Turbine transmission shaft	110 mm. dia.	6/BW8
1st Reduction pinion shaft	170 mm. & 130 mm. dia.	8/BW8
2nd Reduction pinion shaft	420 mm. with 355 mm. central hole....Sketch 5/BW8.	
2nd Reduction Wheel Shaft	550 mm. with 440 mm. central hole...Sketch 14 BW8.	
Hydraulic Coupling shaft	300 mm. with 175 mm. central hole...Sketch 7/BW8.	

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The above plans will also be approved.

With reference to the proposed thickness of thrust shaft collar, viz:- 78 mm., I have to point out that this is proportionately less than usual in cases of this type, and it is suggested that the thickness might be increased to 100 mm.

The plans forwarded by you are returned herewith.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

NEWCASTLE/TYNE.



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