Anyone with information on this ship.

WATERCRAFT PHILATELY
Ships on Stamp Unit
American Topical Association

The Turbinia, by Peter Crichton

TURBINIA (turbine ship)
Malagasy Republic (Madagascar) # (1990) 500Fml
1894 – Charles Algernon Parsons; Brown and Hood, Wallsend on Tyne; Displ. 44.5 tons; 103'9" x 9' x: 3' (draught), [31.6 m x 2.7 m x 0.9 m] (draught); Three-stage axial-flow Parsons steam turbine driving two 12 ft 6 in (3.8 m) outer shafts, each with three 18 in (457 mm) diameter, 24 in (610 mm) pitch propellers, and one inner shaft with three propellers. 2,000 hp (1.5 MW) three-drum water-tube coal fired boiler with double ended 1,100 ft² (102 m²) heating surface, 200 lbf/in² (1.4 MPa), 170 lbf/in² (1.2 MPa) at the turbine, 34.5 kn, (64 km/h).

Charles Algernon Parsons steam turbine in invented the foreseen its 1884, and having power ships, he potential to Steam Turbine set up the Marine five associates in Company with develop this, he 1893. To experimental had the **TURBINIA**, vessel, light steel by the built of very and Hood, based firm of Brown Tyne. at Wallsend on Admiralty was The developments, kept informed of Despite the and **TURBINIA** turbine engine, Aug. 2, 1894. one propeller success of the disappointing. initial trials with discovering the were cavitation, and After first cavitation problem of research led to constructing the tunnel, Parsons' the fitting of three axial flow turbines to three shafts, each shaft in turn driving three propellers. In trials, this achieved a top speed of over 34 knots (63 km/h), so that "the passengers aboard would be convinced beyond all doubt **TURBINIA** was Charles Parsons' winning North Sea greyhound."

TURBINIA was the first steam turbine powered steamship. Built as an experimental vessel in 1894, she was easily the fastest ship in the world at that time. It was demonstrated dramatically at the Spithead Navy Review in 1897, setting the standard for the next generation of steamships and led to virtually all ships becoming turbine powered.

Parsons' ship turned up unannounced at the Navy Review for Queen Victoria's Diamond Jubilee at Spithead on June 26, 1897 in front of the Prince of Wales, Lords of the Admiralty and foreign dignitaries. As an audacious publicity stunt the **TURBINIA**, which was much faster than all other ships of the time, raced between the two lines of large ships and steamed up and down in front of the crowd and princes with impunity, while easily evading a Navy picket boat that tried to stop it, indeed almost swamping it with its wake. (***The Turbinia**, continued on page 82*)