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LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen. London

Telephone: Royal 3551 (6 Lines)

Enclosures.

12th December, 1951.

Ref: Eng.

Dear Sirs,

"PAMIR" and "PASSAT" - Reclassification.
Krupp-Germaniawerft A.G. Engines Type F46
for Auxiliary Propelling Purposes.

I duly received your letter of the 30th November forwarding plans, in duplicate, of crankshaft and straight shafting for the above vessels and note your remarks respecting the two diesel engines made by Messrs. Krupp-Germaniawerft A.G., which are being fitted for auxiliary propelling purposes.

The shafting plans have been examined and I have to inform you that with engines for auxiliary propelling purposes having particulars as stated below, the following sizes of shafting are such as could be accepted, viz:

Crank Pins	245 mm. dia. with
	160 mm. dia. central hole.
Crank Journals	250 mm. dia. with
	160 mm. dia. central hole.
Intermediate	220 mm. dia. <i>144.5 mm dia Rule size</i>
Thrust	220 mm. dia. <i>151.8 mm</i>
Screw	208 mm. dia. <i>159.45 mm</i>

Particulars of Engines :

Engine Type	4 SCSA.
No. of Cylinders	6
Diam. of Cylinders	400 mm.
Stroke	460 mm.
Span of Bearings	428 mm.
Revs. per Min.	350
Max. Press. in Cylinders	50 kg. per sq. cm.
M.I.P. (calculated)	8.15 kg. per sq. cm.
B.H.P.	900
Diam. of Propeller	2150 mm.
Screw Shaft <u>With</u> Continuous Liner	

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Plans Nos. M0.101931 and MR2685 showing details of crankshaft and straight shafting respectively are also such as could be accepted provided the maximum pressure in the cylinders does not exceed 50 kg. per sq. cm.

The torsional vibration characteristics of the shafting installation of the auxiliary propelling machinery have been examined in conjunction with the Engine Builders' calculations forwarded with your letter of the 29th October, and will be approved for a service speed of 350 R.P.M.

In the circumstances, the two engines in question could be accepted in this instance, provided they be opened up examined and found or placed in good condition, the dimensions of the shafting be as stated above and as shown on Plans Nos. M0.101931 and MR.2685, the mechanical properties of the shaft material as shown on the Germanischer Lloyd Test Certificates be not less than those shown on the plans and satisfactory Brinell tests be carried out on the shafting in the presence of the Surveyors.

When the engines, together with their shafting and auxiliary equipment, are installed on board ship, in accordance with the Rules, and tried under working conditions with satisfactory results, the machinery could be accepted and recommended for the notation L.M.C. (with date) but without the distinguishing mark *.

I confirm my telegram to you yesterday regarding this case as follows :

"PAMIR PASSAT TORSIONALS APPROVED AND SHAFTING ACCEPTABLE PROVIDED MAXIMUM CYLINDER PRESSURE DOES NOT EXCEED 50 KGS WRITING"

One set of the plans and three sets of the calculation sheets are returned herewith.

A copy of a letter dated 28th November received from Messrs. Breyer & Co., forwarding copies of Germanischer Lloyd Certificates in respect of the Krupp Engines under notice is enclosed, together with a copy of my reply and you will no doubt communicate with them regarding this case.

With reference to your remarks regarding the pumping plans for this vessel, I would state that your further communication of the 5th December forwarding copies of three plans approved

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Plans Nos. NO.10131 and NO.10132 showing details of
crankshaft and shafting respectively are also now as
in your Office has now come to hand and the drawings have been
noted.

The torsional vibration characteristics of the shafting
installed on your ship, propeller machinery have been
examined in conjunction with the Engine Builders' calculations
forwarded with your letter of the 29th October, and will be
approved for a service speed of 350 R.P.M.

In the circumstances, the two engines in question would
be accepted in this instance, provided they be opened up examined
and found to be in good condition, the dimensions of the
shaft as shown on Plans Nos. NO.10131
and NO.10132, the mechanical properties of the shaft material as
shown on the Germanischer Lloyd Test Certificate be not less than
those shown on the plans and satisfactory trial tests be carried
out on the shafting in the presence of the Surveyors.

When the engines, together with their shafting and
auxiliary equipment, are installed on board ship, in accordance
with the Rules, and tried under working conditions with
satisfactory results, the machinery could be accepted and
recommended for the notation L.M.S. (with date) but without the
distinguishing mark B.

I confirm my telegram to you yesterday regarding this
case as follows:

The Surveyors,

"MAIN PASSAT TONNAGE IS APPROVED AND G. GRUBER
PROVIDED MAXIMUM CYLINDER PRESSURE DOES NOT EXCEED 50 KGS
PER SQ. CM."

c.c. Kiel.

One set of the plans and three sets of the calculation
sheets are returned herewith.

A copy of a letter dated 29th November received from
Messrs. Krupp & Co., forwarding copies of Germanischer Lloyd
Certificate in respect of the Krupp Engines under notice is
enclosed, together with a copy of my reply and you will no doubt
communicate with them regarding this case.

With reference to your remarks regarding the pumping
plans for this vessel, I would state that your letter communication
of the 21st December forwarding copies of three plans approved