

Rule of crankshaft:  
658 mm.  
without ref. T.V.C.S. Jhr.

"RAPHAEL"

In view of the urgency of Genoa telex No. 1052 I telephoned Dusseldorf office today speaking to Mr. White the senior Clerk as Mr. Clayton, and Mr. Schonau, the Surveyor concerned, are both on holiday. Mr. White states that from the records in the office the ~~same~~ defect reported in certificate No. 64/1441 was in the No. 7 crankpin, identification No. 812/813. The defect in the casting is stated to be due to sand inclusion which was revealed by Magnaflux detection on final inspection.

When ground smooth the area is 22mm by 28mm with a maximum depth of 3.5 mm. the position being on the extreme outer bearing surface of the pin and approximately 60mm from the ~~resort~~ web face.  
*recessed*

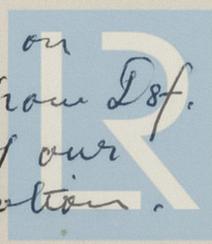
In view of this information it is submitted the following be telexed to Genoa:- (*Confirming the required in duplicate*)  
BY PHONE.

RAPHAEL REUR TELEXES NUMBERS 1047 AND 1052 AFTER REFERENCE TO DUSSELDORF OFFICE WE HAVE TO ADVISE ~~YOU~~ THAT THE DEFECT REMOVED FROM NUMBER SEVEN CRANKPIN OF THIS VESSELS MAIN CRANK-SHAFT WAS A SAND INCLUSION REVEALED BY MAGNOFLUX DETECTION ON FINAL INSPECTION THE DEFECT BEING OF A TYPE WHICH OCCURS OCCASIONALLY WITH PRESENT DAY PRACTISE STOP IT IS CONFIRMED THAT IN OUR ~~INFORMATION~~ *OPINION* THE DEFECT DOES NOT IMPAIR EFFICIENCY OR FUNCTIONING OF MACHINERY STOP THE MINIMUM RULE DIAMETER OF THE CRANKPIN IS *658mm* AND THE ASBUT DIAMETER IS 700MM. STOP

\*CASTING\*

LETTER FOLLOWS ON RECEIPT WRITTEN ADVICE FROM DUSSELDORF.

Confirming letter on receipt of cable from Dsf. in confirmation of our telephone conversation.



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