



HARLAND AND WOLFF, LIMITED.

TELEGRAMS: HARLANDIC, BELFAST.
TELEPHONE: BELFAST. 57223
CODES: A.B.C. (6TH EDITION)
AND BENTLEY'S.

Es.

Shipbuilding & Engineering Works.
Belfast.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.

18th May, 1938.

Surveyors to Lloyd's Register of Shipping,
BELFAST.

Ref: EW/DO.

Dear Sirs,

M.V.Nos. 1016 & 1017.

We shall be pleased to learn that you have no objection to the particulars of crank and thrust shafts for the above twin screw vessels.

The engines are to be of the two-stroke cycle, double-acting Diesel type, with airless injection. For each cylinder there is, in addition to the main piston, a piston working in a separate liner above the combustion space, and another piston working in a cylinder liner at the bottom end of the main cylinder. These two latter pistons are for opening and closing the top and bottom exhaust ports respectively. The bottom piston has a central hole to pass the main piston rod.

The power from each pair of exhaust pistons (top and bottom), will be transmitted through two eccentrics on the main crankshaft.

The arrangement of cranks is:-



Dia. of thrust shaft in way of collars ... 460 m/m.
Couplings forged solid with shaft.

Other particulars of the engine are contained in the accompanying sheet.

The details of crankshaft are shown on Drg.No.60841, "Crankshaft Assembly", and Drg.No.60842, "Crankshaft Details", and those of the Thrust Shaft on Drg.No.64148. Two copies of each are sent herewith.

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Lloyd's Register
Foundation
W100-0291/2

DIESEL ENGINE WORKS, FINNIESTON, GLASGOW.

ENGINEERING WORKS, SCOTSTOUN, GLASGOW.

CLYDE FOUNDRY, GOVAN, GLASGOW.

SHIP REPAIRING & ENGINEERING WORKS.

LONDON, LIVERPOOL

AND
SOUTHAMPTON.

LONDON OFFICE:
9, WHITEHALL, S.W.1.

GOW.

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We would point out that the crankshaft is in every respect similar to that for M.V.No.1004, which received your approval on 15th July, 1937.

Yours faithfully,

For HARLAND AND WOLFF, LIMITED.



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