



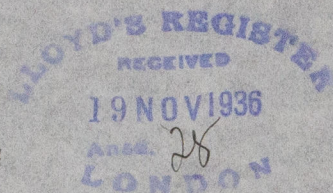
All communications to be addressed  
THE SURVEYORS  
Lloyd's Register of Shipping,  
Copenhagen, K.

Reference

# Lloyd's Register of Shipping,

28<sup>1</sup>, Sankt Annæ Plads,

Copenhagen, K. 17th November, 1936.



The Secretary,

Lloyd's Register of Shipping,

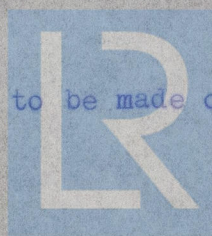
London.

Dear Sir,

We have to-day per commercial papers' post forwarded for the consideration of the Committee two sets of plans, in triplicate, of the crank shafts for the main engine to be constructed by Messrs. Burmeister & Wain for Messrs. Odense Staalskibsværft's Yard Nos. 69 & 70.

The main engine is a direct reversible 8-cyl.  
4 SCSA Diesel oil engine with solid injection and HP super-charging. Cylinder diameter 740 m/m. Length of stroke 1500 m/m. IHP 5680 corresponding to 4700 EHP at abt. 115 Rev. per min. Indic. mean pressure 8.65 kg/cm<sup>2</sup>, Maximum pressure 49 kg/cm<sup>2</sup>. Turning wheel  $GD^2 = 4000 \text{ kgm}^2$ . Balance weights combined  $GD^2 = 14000 \text{ kgm}^2$ .

The crank webs are to be made of cast steel, pins



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2.

and journals of forged steel, all in accordance with the Rule requirements and with a yield point not less than 50% of the ultimate tensile strength. The shrinkage allowance is  $1/600$  of the diameter.

I am, Dear Sir,

Yours faithfully,

*Phillips*

~~SECRETARY TO LLOYD'S~~  
REGISTER OF SHIPPING



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Referred to the Chief Engineer Surveyor

*[Handwritten signature]*

19 NOV 1936



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