

Mogent

N1078-0058

SHIPBUILDERS: MESSRS. COCHRANE & SONS LTD. YARD NO.1319
ENGINEERS: " RUSTON & HORNSBY Eng.No.241110
O/No.3185/T/13/450053

The torsional vibration characteristics of the main machinery were approved in Secretary's letters dated 27th October, 1945, 15th February 1946 and 27th March 1946.

The Builders now propose to fit a crankshaft of steel having an ultimate tensile strength of 32 tons per sq. inch instead of 40-45 tons per sq. inch as originally proposed.

Further, ~~the~~ the normal running speed will now be 400 R.P.M. instead of 428 R.P.M. and the brake m.e.p. 100 lbs. per sq. inch instead of 120 lbs. per sq. inch. The m.i.p. has also been reduced from 150 to 125 lbs. per sq. inch and the maximum pressure from 675 ⁷⁰⁰ to 675 lbs. per sq. inch.

The torsional vibration characteristics of the shafting installation have been re-examined having regard to the above alterations and found satisfactory.

It is submitted the Nottingham Surveyor has informed it is noted that it has been found necessary to scrap the original crankshaft intended for this engine & that the firm propose to fit a 'Stock' crankshaft having mechanical properties similar to those shown in the Test Certificate forwarded with the Surveyor's letter. J.S. S.A.F. 31.5.46

With the amended particulars of the engine as stated in the firm's letter of 27th ult. the ultimate tensile strength of the material of the crankshaft should be not less than 37 Tons/sq. inch whereas the Test Certificate indicates a minimum tensile strength of 32 Tons/sq. inch.

In the circumstances before consideration can be given to the question of acceptance of the 'Stock' crankshaft the Surveyor should forward to this office particulars of the results of the tests carried out on the material of the crankshaft under notice.

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Lloyd's Register
Foundation

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