

COPY.

AIR

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures.

26th May, 1950.

Dear Sirs,

E.

Main Propelling Engine LR.10 by
Messrs. Klockner-Humboldt Deutz
Engine Type RV6N. 536.
Order No. 2082. 7003.

I duly received your letter of the 6th April with the enclosures advised therein, and in reply I have to inform you that with engines for main propelling purposes, having particulars as stated below, the following size of crankshaft is not less than the minimum dimensions determined by the Rules, viz:

Pins) 165 m.m. dia.
Journals)

Particulars of Engines:

Engine Type	4 S.C.S.A.	Max. Press. in Cylinders
No. of Cylinders	6.	55 kgs/cm ²
Dia. of Cylinders	270 m.m.	M.I.P. 6.9 kgs/cm ²
Stroke.	360 m.m.	B.H.P. 200.
Span of Bearings	278 m.m.	Revs. per Min. 265.

The details of the crankshaft, as shown on the plan, meet the requirements of the Rules, it being noted that the U.T.S. of the material of the crankshaft will be not less than 55 kgs/mm².

The foregoing only constitutes a preliminary approval of the proposed sizes of shafting and final approval is subject to the torsional vibration characteristics of the complete dynamic system formed by the engine, line shafting and propeller, as required by the Rules, being approved.

The diameters of cylinder and stroke, as stated above have been taken from records in this Office for this type of engine, since it would appear that the sizes stated in the Data Sheet, viz, diameter of cylinder 320 m.m., stroke 450 m.m. are incorrect. I shall be glad to receive your comments on this point.

P.T.O.

W1091-0164 1/2

The plan of connecting rod is noted and in order.

It is observed from your letter that information regarding the ship for which this engine is destined will be forwarded in due course.

Two copies of each plan are returned herewith.

Yours faithfully,

pro Secretary. *R*

The Surveyors,
DUSSELDORF.



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