

2 August 1938
4327/S42(UBM)

Lloyds Register of Shipping,
17 Battery Place,
New York,
N. Y.

SUBJECT: TEXAS CO. TANKER - HULL 4327
Main Reduction Gear

Enclosure: Four (4) prints each of the following
Falk Corporation plans -
(A) 81361 Quill Shaft Hub
(B) 81362 Grooved Ring for Coupling
(C) 81397 Unit Assembly-Double Reduction
Gear
(D) 84973 Insert Ring for 220C Pilot Type
Coupling
(E) 86945 Main Gear Assembly
(F) 96970 L.S. Pinions
(G) 87095 Sections thru Double
Reduction Unit
(H) 87272 Coupling Hub Spacer-for Quill
Shaft Hub
(I) 87296 Grid Springs for 220 FA Coupling
(J) 87297 Grid Member Block
(K) 87298 Coupling Gas Spacer Ring
(L) 87311 Layout of Coupling and Quill Shaft
(M) 87419 Thrust Ring for Hub "B"
(N) 87450 Coupling Cover

Gentlemen:- Attention Mr. John S. Heck.

Enclosures (A) to (N) inclusive are forward-
ed under separate cover for approval of changes to the
couplings and gears for subject vessel.

The changes made were based on our experience
with the gears on Hull 4306 - the Standard Oil Co. of New
Jersey Tanker. The gears of the Standard Tanker had teeth of
the all-addendum type. These have now been replaced with
new gears with both addendum and dedendum and have since

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run successful trials. In addition to changing the tooth form, other changes were made in the articulation between the high speed and low speed trains. The combined effect of these changes has been to eliminate all suggestion of trouble with these gears.

The gears for the Texas Tanker had not yet been cut when difficulties arose on the Standard Oil vessels. Therefore, the Texas gears have been cut with the same tooth form that was found successful on the Standard ships, and the same improvements in articulation have been incorporated.

Very truly yours,

Enclosure
MFG

B. T. LODDING.
Chief Engine Draftsman.



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