

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

11th November, 1938.

Dear Sirs,

Messrs. Swan, Hunter & Wigham Richardson, Ltd.  
Yard No.1567 - Engine No.1606.  
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E.

I duly received your letter of the 7th instant, forwarding one from the Builders in further reference to the shafting proposed for the above vessel, the contents of which have been noted.

With regard thereto I should explain that the meaning of the term "solid shaft" used in my communication of the 2nd instant is that the diameter of shaft stated is the minimum acceptable diameter of shaft having no central hole, and if a central hole is provided of such size as to cause an appreciable reduction in the strength of the shaft, the outer diameter of the shaft would require to be increased to give a section modulus equivalent to that of an unpierced or "Solid" shaft of 445 mm. diameter.

I may add that, with crankpin 436 mm. diameter with 150 mm. central hole, the maximum cylinder pressure which could be accepted for engines having remaining particulars as stated in my letter of the 2nd instant would be 600 lb. per sq. inch.

The Surveyors,  
NEWCASTLE-ON-TYNE.

I am, Dear Sirs,  
Yours faithfully,

Secretary.

0210-41M