



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. 3rd November, 1937.

The Secretary,  
Lloyd's Register of Shipping,  
London.

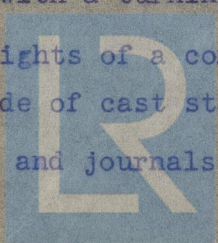
Dear Sir,

We have to-day under separate cover forwarded for the consideration of the Committee plan, in triplicate, of the crank shaft for a new type of oil engine to be built by Messrs. Burmeister & Wain of this port.

This engine, which may be considered a further improvement of one of the standardized types, is a 6-cylinder, direct reversible, 2 SCSA Diesel oil engine with solid injection, 500 m/m cyl. diameter x 900 m/m stroke. The indicated HP is 3100, equalling 2530 EHP, at 165 Rev/Min. The indicated mean pressure is 8.0 kg/cm<sup>2</sup> and the maximum pressure in the cylinders 49 kg/cm<sup>2</sup>.

The engine is fitted with a turning wheel of a  $GD^2 = 1150 \text{ kgm}^2$  and with balance weights of a combined  $GD^2 = 4600 \text{ kgm}^2$ .

The crank webs are made of cast steel, which as well as the forged steel for the pins and journals will be in accordance



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2.

with the Rule requirements, and the yield point will not be less than <sup>50% of</sup> the ultimate tensile strength of the material.

The shrinking allowance is 1/600 of the diameter of the shaft.

With reference to the reduced thickness of the crank webs parallel to the shaft in way of the pins, Messrs. Burmeister & Wain refer to the special assessment given in former cases (please see Secretary's letter E dated 31/5.37 in which the crank shaft for a 9-cylinder engine of the same type was approved).

I am, Dear Sir,

Yours faithfully,

*W. L. L. L.*  
~~SURVEYOR TO LLOYD'S~~  
REGISTER OF SHIPPING



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W175-0291(2)



Referred to the Chief Engineer Surveyor

H/B

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