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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C.3.

Enclosures.

Your Ref: M N/Hoy.

20th April, 1938.

Dear Sirs,

E. I duly received your letter of the 7th instant, forwarding plans, in triplicate, of crankshaft proposed for the main engines intended for your Yard No. 1424 ("OSLO IV").

These plans have been examined, and I have to acquaint you that, with 2 SCSA heavy oil engines for main propelling purposes, having 9 cylinders 650 mm. diameter, stroke 1200 mm., span of bearings 840 mm., maximum pressure in cylinders 60 Kgs. per sq. cm., M.I.P. 5.904 Kgs. per sq. cm. and B.H.P. 4900, the proposed sizes of shafting, viz:-

Crank 460 mm. dia.
Thrust 460 mm. dia.,

will be approved.

The details of crankshaft shown on the plans will also be approved. It is noted that dowel pins are not to be fitted, and this is in order provided the yield point of the material of the crank webs be not less than 50% of the ultimate tensile strength. I have to point out, however, that the shrinkage allowance usually employed is between 1/550 and 1/700 of the diameter instead of the smaller allowance

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Yard No.1424.

indicated on the plans.

With reference to the material of the crankshaft, I have to say that with tensile strengths of 50 and 60 Kgs. per sq. mm. the elongation, measured on a standard test piece, should be not less than 25% and 19% respectively.

The particulars of the auxiliary machinery mentioned in your communication are noted, and it is concluded that a small auxiliary compressor, which does not require compressed air for starting up, will be fitted.

One set of the plans in question is returned herewith, and one is being forwarded to the Society's Surveyor at Gdynia for his guidance.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. F. Schichau G.m.b.H.,
Schliessfach Nr. 69/70,
ELBING.



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