

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

ENCLOSURES.

21st June, 1939.

Dear Sir,

I duly received your letter of the 14th instant, forwarding a copy of one from Messrs. Nydqvist & Holm A/B., Trollhattan, together with plans (in duplicate), relating to a heavy oil engine originally intended for a vessel classed with the Germanischer Lloyd and now proposed to be fitted in a vessel classed with this Society, and the Firm's remarks have been carefully noted.

The plans submitted have been examined, and I have to inform you that, with 2 SCSA heavy oil engines for main propelling purposes, having 7 cylinders, 250 mm. diameter, stroke 420 mm., span of bearings 337 mm., maximum pressure in cylinders 45 Kgs. per sq. cm., M.E.P. 4.35 Kgs. per sq. cm., developing 455 B.H.P. at 325 r.p.m., the following size of crankshaft will be approved, viz:- 160 mm. The scantlings of the crankshaft, as shown on Plan No. B.2607, will also be approved.

Further, the scantlings of the air receivers with water gas welded longitudinal seam and fusion welded circumferential seams, as shown on Plan No. B.6638/10,

W295-0147 (1/3)

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-2-

made by Messrs.
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will be approved for a working pressure of 25 Kgs. per sq. cm.

It is observed that the material for the crankshaft and air receivers has not been tested by the Society's Surveyors but that certificates of test issued by the Germanischer Lloyd will be available, and it is also noted that the engine is urgently required and that the time required for delivery of a new crankshaft would be 4/5 months.

In the circumstances I have to inform you that the machinery in question will be accepted for installation in a vessel classed with this Society and will be eligible to receive a notation of L.M.C. (with date) without the distinguishing mark "S", provided the engine be constructed under the supervision of the Society's Surveyors, the scantlings of the crankshaft and air receivers be in accordance with the plans, the crankshaft upon examination be found sound and free from defects and the results of the tests as shown on the Germanischer Lloyd Test Certificate be satisfactory and be confirmed by the Society's Surveyors by means of Brinell tests, the material for the air receivers has been made by the open hearth process at an approved

W295-0147(2/3)

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-3-

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Works and the results of the tests were satisfactory,
and the air receivers be tested by hydraulic pressure.

With reference to the number of lubricating
oil pumps, I have to state that the Rules require a spare
lubricating oil pump to be supplied with connections ready
for immediate use, and the proposal that the vessel should
proceed with only one lubricating oil pump cannot be accepted.

One copy of each plan is returned
herewith.

I note from your subsequent communication
of the 20th instant that the engine in question is intended
for the s.s. "HELLESUND".

I am, Dear Sir,

Yours faithfully,

Secretary.

S. Townshend, Esq.,

GOTHENBURG.



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Foundation

W245-0147(3/3)