

Shell Tankers Limited

(Marine Managers for The Shell Petroleum Co. Ltd.,)

IBEX HOUSE, MINORIES, LONDON, E.C.3.

Telephone: Royal 3266

Telex: LONDON 22162/4, 28205, 28804

TELEGRAPHIC ADDRESS: OVERSEAS - SHELTKANKER LONDON · INLAND - SHELTKANKER TELEX LONDON

ALL CODES USED

YOUR REF

OUR REF

BRITISH FLEET/
ENGINEERING/JH



LETTER NO

DATE

1st February, 1960.

RECEIVED

3 FEB 1960

Ans d. 9

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON E.C.3.

Dear Sir,

t.e.s. "TROCHISCUS".
Venn Severn Emergency Diesel Crankshaft.

For the sake of good order we wish to place on record the text of our verbal conversation of the 29th ultimo (Messrs. Siggers/Howey) regarding the above.

As indicated we have recently received a request from Singapore for the supply of a replacement crankshaft for the Venn Severn 190 H.P. Emergency diesel fitted in our s.t.s. "TROCHISCUS" which ship is at present laid up in that port. Unfortunately the only shaft available to us at the present time is one which was removed from this particular ship in May 1958, due to damage of the forward end crank pin bearing journal. Before this can be returned to service it will be necessary to regrind this pin.

Before such work can be placed in hand however, it is necessary to reach agreement with your goodselves that the resulting reduction in pin diameter is acceptable and for this purpose we record our previous advice of the approximate diameters of the three journals incorporated in this shaft.

| | |
|---------------------------------------|--------|
| Aft (alternator end) crankpin journal | 4.941" |
| Centre crankpin journal | 4.951" |
| Forward (free end) crankpin journal | 4.837" |

Your tentative verbal agreement that this request will be

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The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON E.C.3.

givesympathetic consideration subject to your local Surveyor's
examination, is much appreciated, and instructions are being given
to

Messrs. Cochranes (Bo'ness) Ltd.,
Bo'ness.

to arrange for the machining of the pin together with the cleaning up
of the others in this shaft after consultation with your local
Surveyor in this area. We assume that you will contact this Surveyor
and acquaint him with the circumstances involved.

In the interests of standardisation of bearings, we are anxious
to restore this reduced bearing pin to a common diameter with the
remaining two. We gather that you would have no objection to this
step providing an electrolytic method of deposition such as
Fescolising is used. Assuming therefore that your Surveyor is
satisfied that the shaft has machined successfully we propose to
despatch this to Messrs. Fescal Ltd., London N.7. for this attention
subsequent to its machining. When this stage in the reconditioning
is reached we would assure you that we shall arrange for this further
work to be carried out to your full requirements and to the inspection
of the local London Surveyor assigned.

In closing we would record our thanks for your help in this
matter.

Yours faithfully,
For and on behalf of:
SHELL TANKERS LIMITED.

Longman

MEV



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Foundation

0219 212

Mr Sabin
Mr Sabin

Mr Sabin

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Submitted the owners be informed that there will be no objection to the fitting of the crankshaft in question to the ship provided it be examined and found in satisfactory condition after the re-grinding of the damaged crank pin. There will be no objection to the building up of the crank pin by means of the provided this is carried out to the standard bearings to be used by the owners concerned.

MR. SHILSTON.

5/2/60.

Bo, nes.
Messrs. Cockburn & Co. (Sole) Ltd.

TO THE
J. Cockburn & Co.
Lloyd's Register of Shipping,
The Secretary,

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