

Kawasaki 380 7/8

Shafting Certificate.

Kobe,

2nd December, 1915.

A. L. Jones

Messrs. The Kobe Steel Works attend at their Works on various date from 11th March to 11th November 1915 for the purpose of inspecting in the forged, rough turned and finished stated, and making tests from:-

Seven crank shafts, $13\frac{1}{8}$ " diam.

Three propeller shafts, $13\frac{3}{4}$ " diam. (fitted with continuous gun metal sleeves.)

Two thrust shafts, $12\frac{1}{2}$ " diam.

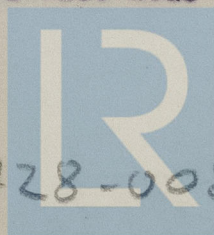
Sixteen intermediate shafts, $11\frac{7}{8}$ " diam.

Made to the order of Messrs. The Kawasaki Dockyard Co. Ltd. and intended for the steamer, Yard No. 380 under construction at the Kawasaki Dockyard.

The above named shafts were found, as far as could be ascertained sound and free from defect.

The sizes of the ingot used, the results of the tensile tests, and the marks stamped on the finished shafts are as follows:-

A satisfactory bending test was also made from each forging.



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INTERMEDIATE SHAFTING.

Mark.	Furnace charge.	Ingot size.	Tenacity tons per	Elong-ation%	Marks in finished shaft.
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KI 1	1743	38"sq.	28.8	33	LLOYDS 22/6/15 A.L.J.
KI 2	1781	do.	29.2	35	" " "
KI 3	1693	do.	29.5	36	" " "
KI.4	1784	do.	30.1	35	" " "
KI 5	1790	do.	30.2	32	" " "
KI 6	1784	do.	31.9	32	" " "
KI 7	1790	do.	30.1	33	" " "
KI 8	1793	do.	28.5	30	" " "
KI 9	1770		32.2	32	" 12/6/15 "
KI11	1770		29.5	33	" " "
KI13	1868	38"sq.	28.8	36	" 26/6/15 "
KI14	1870	do.	29.7	34	" 22/6/15 "
KI15	1868	do.	29.6	33	" 12/6/15 "
KI16	1874	do.	28.9	31	" " "
KI21	1860	do.	29.5	32	" 22/6/15 "
KI26	1867	do.	30.1	33	" " "

PROPELLER SHAFTS.

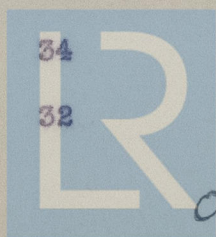
KS 1	1831	38"sq.	32.1	34	LLOYDS 24/8/15 A.L.J.
KS 2	1856	do.	32.9	35	" 11/11/15 "
KS 5	1853	do.	30.6	33	" 24/8/15 "

THRUST SHAFTS.

KT 1	1858	33"sq.	29.4	34	LLOYDS 22/6/15 A.L.J.
KT 2	1881	do.	29.7	34	" ^{30/6} 25/6/15 "

CRANK SHAFT JOURNALS.

KJ 1	1749	38½Oct.	28.4	33	
KJ 2	1835	38"sq.	31.7	34	
KJ 3	1835	do.	30.0	32	



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CRANK SHAFT JOURNALS. (Continued)

Mark.	Furnace charge.	Ingot size.	Tenacity tons per	Elong- ation%	Mark on finished Shaft.
KJ 4	1840	38"sq	30.4	34	
KJ 5	1840	do.	29.9	33	
KJ 6	1840	do.	30.1	33	
KJ 7	1856	do.	31.8	35	
KJ 9	1893	do.	31.8	30	
KJ10	1893	do.	28.6	35	
KJ25	1833	do.	29.8	33	

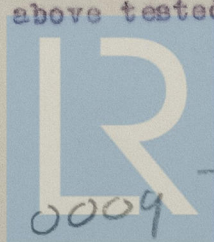
CRANK PINS.

KP 1	1733	34½Oct.	30.3	31	
KP 2	1751	do.	31.5	31	
KP 3	1693	38"sq.	29.3	33	
KP 5	1764	do.	30.7	32	
KP 7	1774	34½Oct.	28.6	36	

CRANK ARMS.

KA 2	1827	38"sq.	38.8	35	
KA 3	1831	34½Oct.	30.2	36	
KA 4	1834	do.	29.7	33	
KA 5	1823	do.	30.8	35	
KA 6	1821	38"sq.	31.2	38	
KA 8	1834	34½Oct.	30.4	36	
KA 9	1794	do.	31.2	29	
KA10	1794	do.	30.7	35	
KA11	1578	do.	29.1	33	
KA17	1781	38"sq.	29.9	28	

Crank shafts built from the above tested journals, arms and pins as follows:-



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Journals.	Arms.	Pins.	Marked on finished shaft.
KJ 9 & 1	KA 8 & 5	KP 2	LLOYDS 12/7/15 A.L.J.
KJ 6 & 5	KA 8 & 4	KP 2	" " "
KJ 4 & 7	KA 6 & 9	KP 7	" " "
KJ 9 & 3	KA 2 & 10	KP 2	" 21/7/15 "
KJ 2 & 10	KA 10 & 3	KP 2	" " "
KJ 3 & 4	KA 6 & 9	KP 5	" " "
KJ 25 & 25	KA 11 & 11	KP 1	" 12/10/15 "

A. L. Jones

Surveyor to Lloyd's Register.



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