

3rd June 1938

Lloyds Register of Shipping.

28 St. Annæplads.

K.

PD/HF

Dear Sirs,

This is to inform you that we have constructed a 6-cylinder, 2-cycle, single-acting main engine which in several respects deviates somewhat from our normal design.

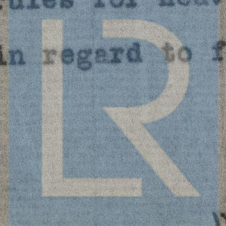
It is our intention to carry out various tests with this engine which will then possibly be used as main engine in a ship.

The crankshaft has already been approved by you (submitted with letter of 2nd November 1937 in which we have indicated dimensions and loads of the engine).

Frames and bedplate have been welded as shown on the accompanying drawings of which No. 360/7 is an erection drawing and No. 360/8 shows a normal A-frame.

As the wording on the drawings is in the Danish language we enclose a translation into English of the designations used.

According to your rules for heavy oil engines there are no special requirements in regard to frames and bedplate,



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Foundation
WT5-0288(112)

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but in view of § 5 in section 2 ("any novelty in the construction...") we are presenting the construction for approval.

The A-frame is built up in a suitable manner by profiles of which the vertical are amply dimensioned for transmitting the ignition pressure, whereas the oblique profiles ensure lateral rigidity presumably so amply that one or possibly both profiles marked A and B on the prints and screwed on with fitting bolts can be dispensed with and this will be tried during the tests.

The material is ordinary steel used for shipbuilding (made by the "open hearth process") except the split Differd profiles of Thomas steel used as transverse girders. In these however, the stresses are very low namely not above 300 kg/cm² in which case we mean that the use of Thomas steel must be quite allowable remembering that the stresses in the previous cast iron bedplates have often been about 240 kg/cm².

The welding is carried out by skilled workmen and is very ample so that it can safely transmit a force corresponding to the breaking load of the free profiles. We are willing to carry out any test you might require to control the quality of the welding.

We would point out that after the completion of such a large construction an annealing has been found impossible.

Yours faithfully,

2 prints
1 translation

signed
O. L. Jensen
Lloyd's Register
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W175-0288(22)