



Lloyd's Register of Shipping,

28¹, Sankt Annæ Plads,

Copenhagen, K. 3rd November, 1937.

All communications to be addressed
THE SURVEYORS
Lloyd's Register of Shipping,
Copenhagen, K.

Reference

The Secretary,
Lloyd's Register of Shipping,
London.

LLOYD'S REGISTER
4 NOV 1937
LONDON

Dear Sir,

We have to-day under separate cover forwarded for the consideration of the Committee plan, in triplicate, of the crank shaft for a new type of oil engine to be built by Messrs. Burmeister & Wain of this port.

This engine, which may be considered a further improvement of one of the standardized types, is a 6-cylinder, direct reversible, 2 SCSEA Diesel oil engine with solid injection, 500 m/m cyl. diameter x 900 m/m stroke. The indicated HP is 3100, equalling 2530 EHP, at 165 Rev/Min. The indicated mean pressure is 8.0 kg/cm² and the maximum pressure in the cylinders 49 kg/cm².

The engine is fitted with a turning wheel of a GD² = 1150 kgm² and with balance weights of a combined GD² = 4600 kgm².

The crank webs are made of cast steel, which as well as the forged steel for the pins and journals will be in accordance

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W175-029(1112)

2.

with the Rule requirements, and the yield point will not be less than ^{50% of} the ultimate tensile strength of the material.

The shrinking allowance is 1/600 of the diameter of the shaft.

With reference to the reduced thickness of the crank webs parallel to the shaft in way of the pins, Messrs. Burmeister & Wain refer to the special assessment given in former cases (please see Secretary's letter E dated 31/5.37 in which the crank shaft for a 9-cylinder engine of the same type was approved).

I am, Dear Sir,

Yours faithfully,

G. Wilson
SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING



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W175-0291(2)

Referred to the Chief Engineer Surveyor

H/B

4 NOV 1937



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