

(Translation).

17th April, 1935.

Neptune Works Walker,

NEWCASTLE ON TYNE.

Dear Sirs,

We have often, in our correspondence, dealt in detail with the execution of the cone coupling and its fitting on the thrust shaft. In this connection, we refer you to our letter of the 30.1.34, setting forth our view on this matter, to which we still hold. The enclosed drawing II 3834 shows a cone coupling for a gear size  $N/n = 10$  now in course of being made. We consider that the muff coupling and the thrust shaft, once they have been assembled, constitute a rigid coupling regardless of any future survey by a classification society. We think, therefore, that it is essential that the muff coupling, after it is been carefully made to fit and slightly heated, should be drawn over the cone end of the thrust shaft without much force, in order to ensure an absolutely safe connection. To help the muff coupling to adhere sufficiently to the <sup>thick</sup> cone end by means of shrinking, the thickness of the muff in this region has been calculated particularly generously.

As we observe from drawing No. 4194 which you sent us, you too have made the muff coupling in the way of the thick cone end very strong. To our mind the strengthening is unnecessarily great, as there is no doubt that it will not be possible to draw the muff coupling over the cone without previous heating up.

It is hardly necessary for us to go into the question of a number of differences of details, as our views

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regarding the cone length and key length was made sufficiently clear to you in our letters of the 30.1.34 and 30.5.34.

We enclose herewith an English translation of this letter.

Yours etc.



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