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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

ENCLOSURES.

27th June, 1939.

Dear Sirs,

Eng. Type Messrs. Doxford's Yard Nos. 653, 656, 657, 658, 659,
60LB3 664, 665 & 668 and Messrs. Short Bros' Yard Nos.
460 & 463 (Messrs. Doxford's Eng. Nos. 214 & 216).

E. 52LB3 ... Messrs. Doxford's Yard Nos. 654, 661, 663 & 666.

60LB4 ... Messrs. Doxford's Yard Nos. 652 & 655.

I duly received your letter of the 12th instant with further reference to the crankshafts proposed for various contracts of Messrs. Wm. Doxford & Sons, Ltd., as detailed above, and your remarks have been noted.

The plans and sheets of crankshaft particulars submitted with your previous communications of the 1st and 7th instant have now received consideration, and with regard thereto I have to inform you as follows:-

Engine Type 60LB3.

With 2 S.C. heavy oil engines of the opposed piston type for main propelling purposes, having 3 cylinders, diameter 600 mm., stroke of lower piston 1340 mm. and of upper piston 980 mm., centres of side rods 1200 mm., maximum pressure in cylinders 568 lb. per sq. inch, M.I.P. 88 lb. per sq. inch, B.H.P. 2500 at 108 r.p.m., the following

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Various Contracts of
Messrs. Wm. Doxford & Sons.

sizes of crankshaft will be approved, viz:-

Centre Pin 450 mm. dia. with 150 mm. dia. central hole.
Side Pins & Journals 450 mm. dia.

The plan No.6980 of crankshaft will also
be approved.

Engine Type 52LB3.

With 2 S.C. heavy oil engines of the
opposed piston type for main propelling purposes, having 3
cylinders, diameter 520 mm., stroke of lower piston 1200
mm. and of upper piston 880 mm., centres of side rods
1040 mm., maximum pressure in cylinders 640 lb. per sq.
inch, M.I.P. 88 lb. per sq. inch, B.H.P. 1800 at 115 r.p.m.,
the following size of crankshaft will be approved, viz:-
410 mm. dia.

The plan No.7895 of crankshaft will also
be approved.

Further, with engines having particulars
as stated above and as detailed in my letter of the 4th
April last, approving the sizes of crankshaft for Engine
Type 60LB4 in respect of Messrs. Doxford's Yard and Engine
Nos.652 and 655 (as per Drawing No.8125), and with crankshafts
having scantlings as shown on the respective plans (Drawings
Nos.6980, 7895 and 8125), the proposed particulars of

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Various Contracts of
Messrs. Wm. Doxford & Sons.

shrinkage allowance and material of the crankshafts for these engines, as indicated on the sheets forwarded, will be approved.

It is concluded, however, that in the case of each of the shafts manufactured by Messrs. John Brown & Co. Ltd. the designed shrinkage allowance is $\frac{1.75}{1000}$ of the diameter, but I shall be glad if you will confirm this.

It is noted that the reference to Messrs. Doxford & Sons' Yard No.667 was made in error.

One set of the plans in question is returned herewith, together with the two sheets of crankshaft particulars, and I shall be obliged if you will kindly furnish me with two additional copies each of Drawings Nos.6980 and 7895 for record purposes in this Office.

I am, Dear Sirs,
Yours faithfully,

The Surveyors,
SUNDERLAND.



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