

CRANK SHAFT MATERIAL: - SIEMENS MARTIN INGOT STEEL.
 TENSILE STRENGTH 28 TO 32 TONS PER SQ. INCH.
 ALL DIMENSIONS ARE IN MILLIMETRES.
 HOLES FOR COUPLING BOLTS TO BE ROUGH DRILLED TO A DIAMETER OF 75 MM, IN COUPLINGS A, B, D ONLY.

CHECKED BY *J.W.*
 DATE 20 April 1926.

CRANK SHAFT.

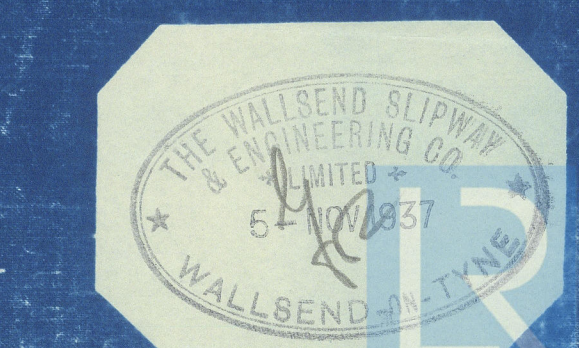
ORDER NO S. 895

ANNEALING AFTER FORGING SHOULD BE CARRIED OUT AT 870°-900°C. FOLLOWED BY COOLING SLOWLY IN THE FURNACE. NORMALISING AFTER ROUGH MACHINING SHOULD BE CARRIED OUT BY HEATING TO APPROXIMATELY 900°C. SUFFICIENTLY LONG TO ATTAIN A UNIFORM TEMPERATURE, THEN REMOVING FROM FURNACE AND ALLOWING TO COOL IN STILL AIR. THIS TO BE FOLLOWED BY TEMPERING, I.E. HEATING TO 600°-650° AND FINALLY COOLING IN AIR.
 THE SHRINKAGE ALLOWANCE FOR JOURNALS TO BE .00145" PER INCH DIAMETER.
 CARE TO BE TAKEN TO SEE THAT THE GROOVES ON THE INNER SIDE OF THE WEBS IN WAY OF THE CRANK PINS ARE CAREFULLY MACHINED SO THAT THERE ARE NO SHARP SHOULDERS WHERE THE PIN MEETS THE WEB.

CRANK SHAFT. SCALE 1/10
 2 OFF FOR EACH CONTRACT NO.
 THE YIELD POINT OF THE MATERIAL OF THE CRANK WEBS TO BE NOT LESS THAN 50% OF THE ULTIMATE TENSILE STRENGTH.

CRANKSHAFTS TO BE ANNEALED AFTER FORGING, NORMALISED & TEMPERED AFTER ROUGH MACHINING.
 IN ADDITION TO THE USUAL LLOYD'S TENSILE & BEND TESTS, MESNAGER TESTS TOGETHER WITH MICROGRAPHS ARE TO BE TAKEN FROM METAL IN WAY OF PINS AFTER FINAL HEAT TREATMENT. ELASTIC LIMIT & YIELD POINT OF THE MATERIAL ARE TO BE TAKEN.

CRANKSHAFTS TO BE TO LLOYD'S SURVEY & REQUIREMENTS/SCALES AS MARKED. SKETCH NO 305 869
 CRANKSHAFTS TO BE BOLTED TOGETHER AND PINS & JOURNALS TESTED FOR ALIGNMENT IN MAKERS' WORKS BEFORE DESPATCH.
 NO DOWELS TO BE FITTED, SHRINKAGE ONLY TO BE RELIED UPON.
 CRANKSHAFTS TO BE FINISHED COMPLETE TO DIMENSIONS GIVEN.



W366-0091

THE WALLSEND SLIPWAY
& ENGINEERING CO. LTD.

Crank

Replaces shaft for MV "British Union"

10. Nov 1937

Adm. Department

W366

— 009



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