

50-322 OL

A-43
10/1/84

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1 I think we take the actual metal
2 dimensions.

3 WITNESS BLANDING: I'm not sure what the
4 question is regarding re-entrant fillet.

5 WITNESS WOYTCWICH: An undercut into the
6 web?

7 I think we would measure from metal to
8 metal rather than from arbitrary line to arbitrary line.

9 Q In that same rule, what is meant by the
10 term, the effect of resisting moment of the web in
11 bending? Can you define that term for us or that
12 phrase?

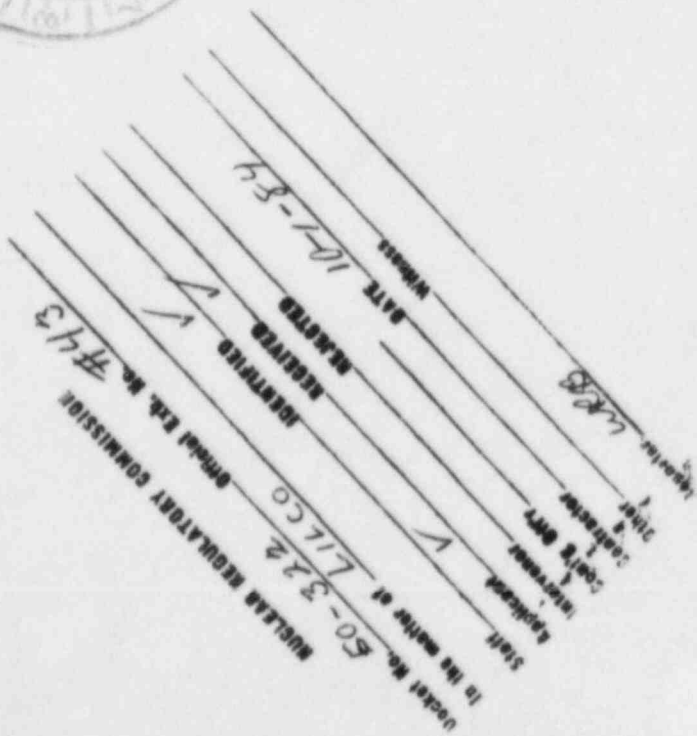
13 WITNESS WOYTCWICH: The section
14 modulus. Quotient of moment of inertia of the section
15 divided by the distance from the neutral axis to the
16 outer fiber.

17 MR. SIRCUP: Makes perfectly good sense.

18 Q If you take into account the actual
19 measurement of the re-entering fillet in determining
20 the effect of moment of resistance--

21 WITNESS WOYTCWICH: I believe that our
22 normal practice would be to measure that dimension from

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1 the boundary of the actual crankshaft material, at one
2 fillet to that at its opposite fillet, rather than
3 constructing the arbitrary lines of a face of the web
4 and going between them.

5 Essentially it makes sense to count only
6 the metal that is actually there.

7 Q Is the maximum firing pressure value a
8 factor which affects the adequacy of the crank webs
9 under the ABS rules?

10 WITNESS WOYTCWICH: Yes. Because it
11 affects the rule required diameter, and the rule for
12 the crank webs proportions the webs according to the
13 crank pin value.

14 Q In paragraph 34.17.2, which related to
15 maximum firing pressure and EHF, it states the surveyor
16 is to verify the maximum firing pressure, P, and full
17 brake horsepower during a trial of the engine.

18 Was this done in this case for the TLI
19 submission?

20 WITNESS GIUFFRÀ: No, it wasn't, as far
21 as we are aware.

22 Q Is it required to be done?