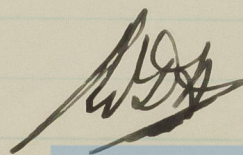
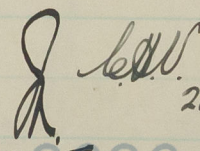


"ST. EUSTATIUS"MEMO. FOR MR. RITCHIE, WOKINGHAM.

The plans of the Bidge and Ballast Arrangement in Holds, Acid and  
 ke Arrangement and the sketch showing the Pumping Arrangements in  
 Machinery Space, have been examined in conjunction with the particulars  
 in the First Entry Report and the arrangements are such as could  
 be accepted.

In the case of the crankshaft it is observed that in the New  
 letter of approval (18.11.41). the M.I.P. of the engine is stated to be  
 $60 \text{ lb/in}^2$  whereas the First Entry Report quotes a figure of  $70 \text{ lb/in}^2$ .  
 With a two-cylinder 2.S.C.S.A. heavy oil engine having dimensions  
 stated in the First Entry Report and developing 160 B.H.P. at 225 R.P.M.,  
 M.I.P. estimated in this office is  $44 \text{ lb/in}^2$ . The dimensions of  
 crankshaft as shown in the sketch are in accordance with the  
 for an M.I.P. of  $44 \text{ lb/in}^2$   
 with the exception of the size of the journals which is slightly  
 than required but such as could be accepted.

The scantlings of the Straight Shafting and Coupling as shown on  
 plan meet the requirements of the Rules.

26.6.42.

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Admitted

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002279-002280-0054

special arrangements are made for substituting &  
 securing the Rules in Action