

# MAIN PROPELLING OIL ENGINES.

E1.

## Shafting Endorsement.

Shipbuilders: Messrs. *Scheepswerf Noot & Duitman* Yard No. *101*

Engineers: Messrs. *Klockner Humboldt-Deutz* Engine No.

It is submitted that with engines for main propelling purposes having particulars as stated below, the following sizes of shafting merit approval *in accordance with British Corporation Rules* viz.:

## Sizes of Shafting:

| <del>Crank</del>                                       | <del>Flywheel</del>                          | <del>Thrust</del>  |
|--|--|--|
| Intermediate <i>115 <math>\frac{m}{m}</math> dia.</i>  | <del>Tube</del>                              | Screw <i>119 <math>\frac{m}{m}</math> dia at top of cone reduced to 115 <math>\frac{m}{m}</math> dia. at coupling.</i> |
| Particulars of Engines:                                |  |  |
| Engine Type <i>4SCSA.</i>                              | Max. Press. in Cylinders                     | <i>55 kgs <math>\frac{m}{m}^2</math></i>   |
|  | M.I.P. <del>or</del> M.E.P.                  | <i>69 " "</i>  |
|  | <del>I.H.P. or B.H.P.</del>                  | <i>295</i>   |
| No. of Cylinders <i>6</i>                              | Weight of Flywheel                           | <i>2550 kgs.</i>   |
| Diam. of Cylinders <i>270 <math>\frac{m}{m}</math></i> | Diam. of Flywheel                            | <i>1200 <math>\frac{m}{m}</math></i>   |
| Stroke <i>360 "</i>                                    | <del>wd<sup>2</sup> of Balance Weights</del> |  |
| Span of Bearings <i>278 "</i>                          | <del>wd<sup>2</sup> of Turning Wheel</del>   |  |
| Revs. per Min. <i>393</i>                              | Diam. of Propeller                           | <i>1400 <math>\frac{m}{m}</math></i>   |

Screw Shaft Without Continuous Liner

The details of the intermediate & screwshaft & stern tube as shown on plan No. *3113 III* also merit approval in accordance with British Corporation Rules, provided the steel casting for the coupling piece be made at an approved Works & tested as required by the Rules.

(See Torsional Endorsement)

It is noted that it is intended to fit an oil gland of an approved type at the after end of the stern tube & when this has been ~~done~~ fitted to the Surveyor's satisfaction, the ship will be eligible for the notation O.G. in the Register Book.

In view of the fact that the engine particulars given on the data sheet forwarded by the Dusseldorf Surveyors, also on the torsional vibration calculations & on the plan of the line

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shafting, are at variance, the Dusseldorf Surveyors are being advised & requested to verify the particulars stated above.

*ht 12/12/50*

Advise Dusseldorf Surveyors who should also be requested to confirm whether the engine is being built to British Corporation Class.

*Q.M.*

*12-12-50*

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