

MAIN
AUXILIARY OIL ENGINE Shafting Endorsement.

E.2.

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs. *Rochner Humboldt Deutz*

TYPE
Engine No. *2V6M 536*
ORDER NO. *2082 7003*

It is submitted that with engines for driving ~~auxiliary~~ *main propelling* machinery,

having particulars as stated below, the following size of

is not less than determined by the Rules.
crank shaft ~~merits approval~~. viz.: *Pins* } *168 MM dia.*
Journals

Particulars of Engines:

Engine Type	<i>4SCSA</i>	Max. Press. in Cylinders	<i>55 kg/cm²</i>
No. of Cylinders	<i>6</i>	M.I.P. or M.E.P.	<i>69 kg/cm²</i>
Diam. of Cylinders	<i>270 MM</i>	I.H.P. or B.H.P.	<i>200</i>
Stroke	<i>360 MM</i>	Revs. per Min.	<i>265</i>
Span of Bearings	<i>278 MM</i>		

The details of the crankshaft as shown on the plan meet the requirements of the Rules it being that the U.T.S. of the crankshaft will be not less than 55 kg/mm².

It should be pointed out that the foregoing only constitutes a preliminary approval of the proposed sizes of shafting and final approval is subject to the torsional vibration characteristics of the complete dynamic system formed by the engine, line shafting and propeller, as required by the Rules, being approved.

It should be pointed out that the diameters of cylinders, and stroke, as stated above have been taken from records in this Office for this type of engine, since it would appear that these sizes stated on the data sheet viz diameter of cylinders 320 MM, stroke 450 MM are incorrect.

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The bearings comments are deleted.
The plan of connecting rod is noted and in order.