

MAIN PROPELLING OIL ENGINES.Shafting Endorsement.

M.V. "DANMARK"

Shipbuilders: Messrs. *Burmeister & Wain* Yard No *387*.Engineers: Messrs. " Engine No *5. 1088/9.*

It is submitted that with engines for main propelling purposes, having particulars as stated below, the following size of shafting merits approval, viz.:

Sizes of Shafting:

Crank	<i>460 mm</i>	<del>Flywheel</del>	<del>Thrust</del>
Intermediate		<del>Tube</del>	<del>Screw</del>

Particulars of Engines:Engine Type *4SCSA*Max. Press. in Cylinders *49 kg/cm<sup>2</sup>*~~Open Sea Service~~M.I.P. ~~or~~ M.E.P. *6.3 kg/cm<sup>2</sup>*~~Smooth Water Service~~~~I.H.P. or~~ B.H.P. *41400 for two engines*No. of Cylinders *6*~~Weight of Flywheel~~Diam. of Cylinders *740 mm*~~Diam. of Flywheel~~Stroke *1300 mm*~~GD<sup>2</sup> of Balance Weights~~Span of Bearings *984 mm*~~GD<sup>2</sup> of Turning Wheel~~Revs. per Min. *115*~~Diam. of Propeller~~~~Screw Shaft Without Continuous Liner~~

The plan showing details of the crankshaft also merits approval.

It is noted that dowel pins are not fitted to the crankshaft & with the proposed shrinkage allowance & the yield point of the crankweb material this is in order.

The Surveyors should be asked to state at what port it is proposed to fit these replacement engines.

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