

MAIN PROPELLING OIL ENGINES.Shafting Endorsement. *REPLACE CRANKSHAFT**T.S.M.V. BENJAMIN FRANKLIN No. 71530 in the Register Book*

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs.

Engine No.

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

Sizes of Shafting:

| | | | |
|--------------|--|----------|--------|
| Crank | <i>{ pins & journals 460 mm with 115 mm central hole</i> | Flywheel | Thrust |
| Intermediate | | Tube | Screw |

Particulars of Engines:Engine Type *4SCSA*Max. Press. in Cylinders *449 kg/cm²*

Open Sea Service

M.I.P. ~~or~~ M.E.P. *6.75 kg/cm²*~~Smooth Water Service~~~~I.H.P. or B.H.P.~~ *5100*No. of Cylinders *6*~~Weight of Flywheel~~Diam. of Cylinders *740 mm*~~Diam. of Flywheel~~Stroke *1300 mm*GD² of Balance Weights *26000 kgm²*Span of Bearings *984 mm*GD² of Turning Wheel *15500 kgm²*Revs. per Min. *128*~~Diam. of Propeller~~~~Screw Shaft Without Continuous Liner~~

The plan showing details of crankshaft also merits approval.

It is noted that the yield point of the material for the crank webs, crank pins & journals will be ~~50%~~ above 50% of the tensile breaking strength and that the shrinkage allowance will be 1/600 and this is in order.

The plan approved in Sec. letter of 21/10/36 has been cancelled.

Return Plan .

Retain/Copy.