

ON PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

M.T. RINGFJELL. No 23583 In R.B.

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs.

Engine No.

It is submitted that with engines for main propelling purposes

the following particulars as stated below, the following sizes of

are not less than the minimum determined by the Rules
for shafting/merit approval, viz.:

Details of Shafting:

Intermediate Flywheel Thrust

Intermediate 395 mm Dia In Body Tube

Screw 356 mm Dia.

288 mm Dia At Fore Coupling

Particulars of Engines:

Engine Type 4 SC SA

Max. Press. in Cylinders

M.I.P. or M.E.P.

I.H.P. or B.H.P. 2350 Each Engine.

Weight of Flywheel

Diam. of Flywheel

GD² of Balance Weights 7700 Kg M²

GD² of Turning Wheel 1700 Kg M²

Diam. of Propeller 3810 mm

Screw Shaft Without Continuous Liner

No. of Cylinders 7.

No. of Cylinders 590 mm

Bore 1100 mm

No. of Bearings

R.P.M. 145

Details of the intermediate and screw shafting as shown in the plan
to the requirements of the Rules.

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 would be added with reference to the remarks contained in the last paragraph
Surveyor's letter that plans of the shafting and torsional vibration calculations
not been submitted by Messrs. Burmeister & Wain

Drawn 2 Plan 3

in 1 Copy.

11.47.

Research Dept. for verification

Chas.
15.3.50

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