

MAIN PROPELLING OIL ENGINES.

E1.

Shafting Endorsement.

Shipbuilders: Messrs. *Codense Staalschipsv.* Yard No. *69/70*

Engineers: Messrs. *Burmeister & Wain* 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>525 mm with</i>	Flywheel	Thrust
	<i>185 mm central hole</i>		
Intermediate		Tube	Screw

Particulars of Engines:

Engine Type *4SCSA*

Max. Press. in Cylinders *49 kgs/cm²*

Open Sea Service

M.I.P. ~~or~~ M.E.P. *8.65 kgs/cm²*

~~Smooth Water Service~~

~~I.H.P. or B.H.P.~~ *4700*

No. of Cylinders *8*

~~Weight of Flywheel~~

Diam. of Cylinders *740 mm*

~~Diam. of Flywheel~~

Stroke *1500 mm*

GD² of Balance Weights *14000 kg m²*

Span of Bearings *990 mm*

GD² of Turning Wheel *4000 kg m²*

Revs. per Min. *115*

~~Diam. of Propeller~~

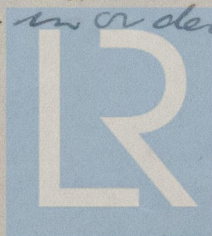
~~Screw Shaft Without Continuous Liner~~

The plan shewing details of the crankshaft also merits approval.

It is noted that no dowell pins are to be fitted in the ^{particulars of the} material of the crank webs & the shrinkage allowance are noted & in order

Return Plan *4*

Retain Copy. *2*



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Foundation

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