

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

12th December, 1950.

Enclosure.

Dear Sirs,

ENC.

Scheepsworff Worst & Dutmer, Meppel
Yard No. 101 Messrs. Klockner Humboldt-
Deutz Engine - Order No. 2082. 7003.

I duly received your letters of the 9th and 12th October, with enclosures regarding the above vessel, and in reply have to inform you that with engines for main propelling purposes having particulars as stated below, the following sizes of shafting will be approved in accordance with British Corporation Rules, viz:-

Intermediate 115 mm. dia.
Screw 119 mm. dia. at top of cone
reduced to 115 mm. dia. at coupling.

Particulars of Engines:

Engine Type	4 S.C.S.A.
No. of Cylinders	6
Diam. of Cylinders	270 mm.
Stroke	360 mm.
Span of Bearings	278 mm.
Revs. per Min.	393
Max. Press. in Cylinders	55 kgs/sq. cm.
M.I.P.	69 kgs/sq. cm.
B.H.P.	295
Weight of Flywheel	2550 kgs.
Diam. of Flywheel	1200 mm.
Diam. of Propeller	1400 mm.
Screw Shaft <u>Without</u> Continuous Liner.	

The details of the intermediate and screwshaft and stern tube as shown on plan No. 3113 III will also be approved in accordance with British Corporation Rules, provided the steel casting for the coupling piece be made at an

Approved Works and tested as required by the Rules.

The torsional vibration characteristics of the shafting installation of the main machinery have been examined in conjunction with the Engine Builders' calculations and will be approved for a service speed of 393 R.P.M.

It is noted that it is intended to fit an oil gland of an approved type at the after end of the stern tube and when this has been fitted to your satisfaction, the ship will be eligible for the notation "O.G." in the Register Book.

In view of the fact that the engine particulars given on the data sheet forwarded to this Office by the Dusseldorf Surveyors ^{also} on the torsional vibration calculations, and also on the plan ^{of} the line shafting are at variance, the Dusseldorf Surveyors are being advised and requested to verify the particulars stated above.

Two copies of the plan of shafting and two sets of the torsional vibration calculations are returned herewith.

Yours faithfully,

pro Secretary.

The Surveyors,
HAREN(Gr.).



© 2021

Lloyd's Register
Foundation

W1091-0158²/₂