

or No. 58022/2...19.9.29.
la Com.No. 78-06.2358/9.

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MAIN PROPELLING OIL ENGINES.URGENT

E1.

Shafting Endorsement.

M.V. "ASHANTI" No 20578 in Register Book.

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs. Nydquist & Holm.

Engine No.

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	Flywheel	Thrust 120 mm
Intermediate	Tube	Screw

Particulars of Engines:

Engine Type 2SCSA

Max. Press. in Cylinders 700 lb/□"

Open Sea Service

~~M.I.P. or M.E.P.~~~~Smooth Water Service~~~~I.H.P. or B.H.P.~~ 390

No. of Cylinders 6

Weight of ^{turning} flywheel 1225 kg

Diam. of Cylinders 250 mm

Diam. of ^{turning} flywheel 1150 mm

Stroke 420 mm

~~GD² of Balance Weights~~~~Span of Bearings~~~~GD² of Turning Wheel~~

Revs. per Min. 325.

~~Diam. of Propeller~~~~Screw Shaft Without Continuous Liner~~

The plan shewing details of the thrust shaft also merits approval.

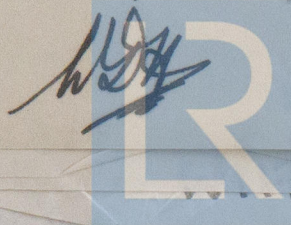
With reference to the ^{regarding the material for this shaft} firm's remarks it should be pointed out that the elongation should be not less than 25% for an ultimate tensile strength of 50 kg/mm² further, it is considered that a bend test piece should be capable of being bent through an angle of 180° but in view of the tensile strength i.e. 50/55 kg/mm² the internal radius of the bend may be 3/8.

Return Plan.

Retain Copy.

E. 1. 5c.1238. T.

Lr 9/8



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